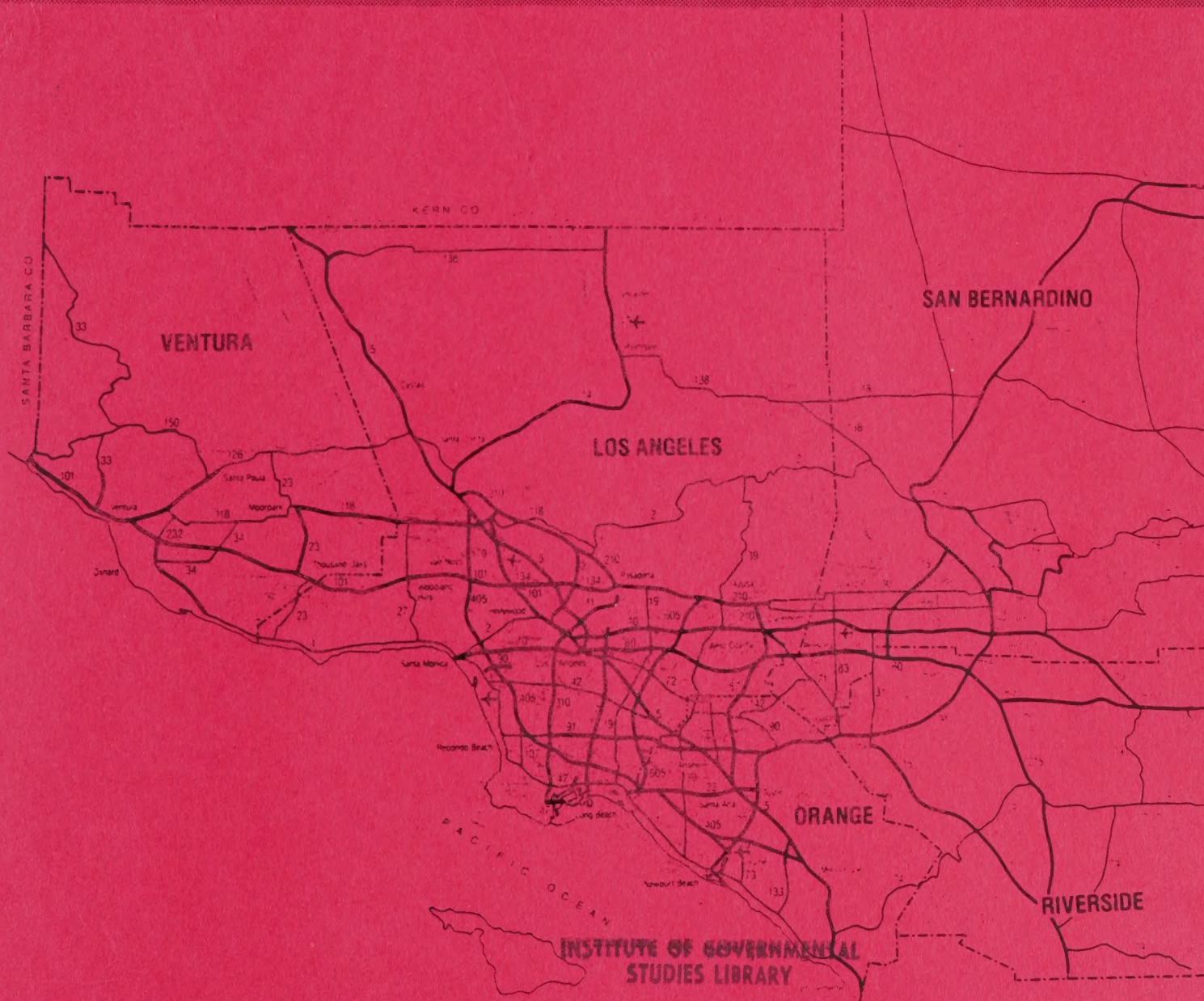


90 00958

FEBRUARY 1989

REGIONAL MOBILITY PLAN

FINAL ENVIRONMENTAL IMPACT REPORT



MAY 20 1989

UNIVERSITY OF CALIFORNIA



SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

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May 18, 1989

To Concerned Parties:

SUBJECT: TRANSMITTAL OF FINAL ENVIRONMENTAL IMPACT REPORTS

On December 12, 1988, you were sent copies of the Southern California Association of Governments' (SCAG) Final Environmental Impact Reports (EIRs) on its Growth Management Plan and Regional Mobility Plan. However, SCAG's Executive Committee chose to extend the public review period and did not certify the December 1988 Final EIRs at that time. *

As a result of those Committee actions, more letters and public testimony were subsequently included as part of the Final EIRs. At the same time, though, no new additional information was generated--the plans had not changed, but more public input was encouraged. Then on February 2, 1989, the Final EIRs were certified by the Executive Committee.

Therefore, please discard the outdated December 1988 Final EIRs versions you received previously and replace with the enclosed copies. These documents are the certified Final EIRs and include copies of SCAG's resolutions. Thank you.

Sincerely,

Anne Baker

Anne Baker
Director of
Environmental Planning

Enclosures

90 00958

FINAL ENVIRONMENTAL IMPACT REPORT
REGARDING THE
1988 SCAG REGIONAL MOBILITY PLAN

(FINALIZING ADDENDUM TO THE DRAFT ENVIRONMENTAL IMPACT REPORT,
PUBLISHED OCTOBER 1988 UNDER SEPARATE COVER)

Prepared for

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
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Los Angeles, California 90005
(213) 385-1000

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Prepared by

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1251 Santa Monica Mall, Suite One
Santa Monica, California 90401
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Contact: Jay Kaplan-Wildmann, Project Manager

The preparation of this report was financed in part through grants from the United States Department of Transportation, Urban Mass Transportation Administration under the Urban Mass Transportation Act of 1964 as amended; from the United States Department of Transportation, Federal Highway Administration under the Federal Aid Highway Act of 1973 as amended; and from the State of California.

State Clearinghouse 87-121613

February 1989

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1. Introduction

1. INTRODUCTION

The subject of this Environmental Impact Report (EIR) is the proposed 1988 Regional Mobility Plan (RMP) of the Southern California Association of Governments (SCAG). SCAG originated the proposed program and acts as lead agency.¹ As the RMP consists of a group of discretionary actions on the part of SCAG, the project is subject to the California Environmental Quality Act of 1970 (CEQA) and the State CEQA Guidelines.^{2,3}

Pursuant to CEQA guidelines, SCAG prepared a Draft EIR on the RMP, which was circulated for review and comment by responsible agencies and by the public October 18 - November 18, 1988, as extended through January 31, 1989.

The Regional Mobility Plan for the SCAG region sets policy on transportation improvements and programs; identifies implementation actions and agencies to carry out the actions; and defines a financial program to raise needed revenues through the year 2010 for the six counties of the SCAG region. Elements of the RMP address the following issues: growth management to promote job/housing balance; transportation demand management; transportation system management; construction of facilities for high-occupancy vehicles, mixed-flow and transit; and financing.

The Draft EIR volume presents a description of the proposed project, characterizes the project's regional setting, evaluates potential project impacts, recommends mitigation measures where appropriate, and compares the proposed project to a range of EIR alternatives.

This Final EIR volume is organized as a finalizing addendum to the Draft EIR. This document presents a list of organizations and individuals commenting on the Draft EIR in Section 2, and Section 3 presents comments and responses to comments resulting from public review of the Draft EIR. Changes to the Draft RMP and EIR including errata and changes based on review and comment comprise Section 4. Section 5 lists contributing organizations and individuals.

Copies of comment letters received are included as Appendix A. Revisions to the Draft RMP are presented as Appendix B, and responses to comments on the Draft RMP are contained in Appendix C. Appendix D includes SCAG's Resolution 89-272-3 of February 2, 1989, certifying the Final EIR, and contains the Notice of Determination. Appendix E presents SCAG's Resolution 89-272-7 of February 2, 1989, adopting the 1988 SCAG Regional Mobility Plan, and contains the Statement of Overriding Considerations and the Statement of Findings. Appendix F presents a transcript of the February 2, 1989 public hearing on the Final EIR.

¹ Authority for Regional Transportation Plan preparation is found in: State of California. *Government Code*. Section 65080(b).

² State of California. *Public Resources Code*. Sections 21000 et seq. Adopted 1970.

³ State of California. *California Administrative Code*. Title 14, Sections 15000 et seq.

2. List of Commentors

2. ORGANIZATIONS AND INDIVIDUALS COMMENTING ON THE DRAFT EIR

The individuals and organizations listed below submitted comments to SCAG on the Draft EIR regarding the 1988 Regional Mobility Plan. Specific public comments and SCAG responses are included as Section 3, below.

<u>Commentor</u>	<u>Comments on Page</u>
William Woollett, Jr, City Manager CITY OF IRVINE, COMMUNITY DEVELOPMENT DEPARTMENT PO Box 19575, Irvine, CA 92713 (714) 660-3600	5 and 10
Bryan Allen, Citizen *	6
Roberta Soltz, Environmental Section Head METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA PO Box 54153, Los Angeles, CA 90054 (213) 250-6000	6
David Ream, City Manager CITY OF SANTA ANA, David Grosse, Executive Director PO Box 1988, Santa Ana, CA 92702 (714) 647-6900	7
F. Paul Dudley, Director CITY OF FULLERTON, DEVELOPMENT SERVICES DEPARTMENT 303 W Commonwealth Av, Fullerton, CA 92632 (714) 738-6540	7
Lloyd Zola, Planning Network, for the * ONTARIO CHAMBER OF COMMERCE PO Box 31, Ontario, CA 91761 (714) 984-2458	7
Fred J. Fujoka, Gomez, Fujoka & Furukawa Attorneys * MINORITY COALITION FOR RESPONSIBLE GROWTH 911 Wilshire Bl #1070, Los Angeles, CA 90017 (213) 629-2238	9
Kenneth W. Griffith, Administrator CITY OF BUENA PARK, CURRENT AND ADVANCED PLANNING PO Box 5009, Buena Park, CA 90622 (714) 521-9900	11
Brian W. Farris, Senior Air Quality Specialist SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT 9150 Flair Drive, El Monte, CA 91731 (818) 572-6200	12

* Commentors marked with asterisks submitted remarks at SCAG public hearings.

<u>Commentor</u>	<u>Comments on Page</u>
David C. Nunenkamp, Chief OFFICE OF PLANNING AND RESEARCH, OFFICE OF PERMIT ASSISTANCE 1400 Tenth Street, Sacramento, CA 95814 (916) 445-0613	13
Anne Saffell, Environmental Specialist IV CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD - LOS ANGELES REG 107 S Broadway #4027, Los Angeles, CA 90012-4596 (213) 620-4460	13
Guy G. Visbal, Chief CALTRANS DISTRICT 8, TRANSPORTATION PLANNING BRANCH (714) 383-4550	13
Ronald H. Smothers, Director CITY OF POMONA, DEVELOPMENT DEPARTMENT City Hall, PO Box 660, Pomona, CA 91769 (714) 620-2051	13
Michael M. Ruane, Interim Director COUNTY OF ORANGE ENVIRONMENTAL MANAGEMENT AGENCY, PLANNING PO Box 4048, Santa Ana, CA 92702-4048 (714) 834-4643	13
Lynne W. Kada, for Robert L. Braitman, Executive Officer VENTURA COUNTY LOCAL AGENCY FORMATION COMMISSION (LAFCO) 800 S Victoria, Ventura, CA 93009 (805) 654-2576	14
Austin Sullivan, for Joyce I. Babicz, Director CITY OF ONTARIO, PLANNING DEPARTMENT 303 East B Street, Ontario, CA 91764-4196 (714) 986-1151	16
Bob D. Simpson, City Manager CITY OF ANAHEIM PO Box 3222, Anaheim, CA 92803 (714) 999-5165	16
Energy and Environment Committee SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) 600 S Commonwealth Av, Los Angeles, CA 90005 (213) 385-1000	17
Keith Turner, Manager COUNTY OF VENTURA, RESOURCE MANAGEMENT AGENCY 800 South Victoria Avenue, Ventura, CA 93009 (805) 654-2799	18
Stanley Hart, Chairman SIERRA CLUB, ANGELES CHAPTER TRANSPORTATION COMMITTEE 3550 W Sixth St #321, Los Angeles, CA 90020 (213) 387-4287	18

The following individuals and representatives of organizations attended the November 18, 1988 public hearing on the SCAG RMP, GMP and related EIRs:

**ATTENDANCE ROSTER
PUBLIC HEARING ON THE SCAG RMP AND GMP
NOVEMBER 18, 1988**

<u>Name</u>	<u>Organization</u>	<u>Telephone</u>
Bill Gayk	County of Orange	(714) 834-3100
Maxine Woerner	City of Burbank	(818) 953-9586
Jo Anne H. Aplet	Michael Brandman Assoc.	(213) 622-4443
Jim Ortner	Auto Club of So. Cal.	(213) 741-4420
Jesse Moorman	Sierra Club	(213) 388-9091
Dorothy Meyer	City of LA/Public Works	(213) 485-6556
Mike Randall	City of Norwalk	(213) 929-2677
Ira Saletan	Jones & Stokes Assoc.	(916) 444-5638
Debbie Loh	Jones & Stokes Assoc.	(916) 444-5638
Jay Kaplan-Wildmann	Planning Consultants Research	(213) 451-4488
Thomas Perunean	Student/USC	(213) 749-7494
Margo Koss	Regional Advisory Council	(213) 222-0319
Bill Wren	Ontario Chamber of Commerce	(714) 984-2458
Betsy Weinberger	Ontario Chamber of Commerce	(714) 984-2458
Austin Sullivan	City of Ontario/Planning	(714) 391-2506
Andrew Moore	Inland Empire Econ. Council	(714) 946-7969
Fred J. Fujoka	Min. Coal. For Resp. Growth	(213) 629-2238
John Fleck	Star-News Pasadena	(818) 578-6473
Ben P. Pruett	So. Cal. Gas Co.	(213) 689-3714
Anne Smith	So. Cal. Gas Co.	(213) 689-4248
Ken Bauer	Foxmoor Homeowners Assoc.	(805) 497-6117
Lou Collier	Min. Coal. For Resp. Growth	(213) 670-2986
Linda Ferguson	Min. Coal. For Resp. Growth	(213) 281-1913
Tom Ponsford	City of Santa Ana	(714) 667-2727
Doris L. Bradshaw	Concerned Citizen	(818) 881-1211
Javier Minjares	Cordoba Corp.	(213) 623-5535
Craig Hendrickson	SC Monorail Project	(213) 617-3628
Rosalind Wayman	Councilman Marvin Braude	(818) 989-8150
Genevieve M. Cy	KERR	(213) 284-2541
Jeannine A. Gregory	Office of Senator Jones	(213) 620-2529
Leslie K. Scott	City of Cypress/Planning	(714) 229-6720
David S. Cahn	SC Air Quality Alliance	(213) 258-2777
Tahirih Smith	Caltrans	(213) 620-3822

3. Responses to DEIR Comments

3. RESPONSE TO COMMENTS ON THE DRAFT EIR

The comments and responses presented below reflect review of the Draft EIR by responsible agencies and by the public. Public review of the Draft EIR began October 18 and closed November 18, 1988. SCAG solicited public comments on the RMP and GMP Draft EIRs at the November 3 SCAG Executive Committee meeting and at a separate public hearing, November 18. Written comments received after the formal close of Draft EIR review were accepted as late as possible for inclusion in this document. Comments which specifically focus on the content of the RMP rather than the analysis and conclusions of the Draft EIR have been responded to under separate cover in the Final RMP; likewise, comments directed at either the GMP or AQMP EIRs were responded to in the respective Final EIR documents.

Commentor: William Woolett, Jr, City Manager
CITY OF IRVINE, COMMUNITY DEVELOPMENT DEPARTMENT
PO Box 19575, Irvine, CA 92713 (714) 660-3600

10/31/88

1. **Comment:** ... The City of Irvine is concerned that the time allotted for comments is insufficient and, therefore, requests that SCAG grant an extension to February 1, 1989.

Response: Integral relationships exist between the goals, policies and action items of the Air Quality Management Plan (AQMP), the Regional Mobility Plan (RMP) and the Growth Management Plan (GMP). In particular, the GMP and RMP are important components of the AQMP. Consequently, it would not be meaningful for SCAG to adopt the GMP and RMP after the adoption date of the AQMP (December 16, 1988).

All three plans and EIRs have undergone several public hearings and public workshops. These actions have allowed the public to participate in reviewing and commenting on the documents throughout the planning and environmental analysis process.

On November 3, 1988, SCAG's Executive Committee requested the South Coast Air Quality Management District Board to extend the AQMP and EIR process until February of 1989. The Board denied the request, because of the importance of adopting the AQMP prior to promulgation of a Federal Implementation Plan by EPA.

Once the AQMP is adopted, SCAG and the District will establish joint task forces to discuss several unresolved issues, including growth management, socio-economic impacts, alternative fuels, monitoring implementation and regional mobility. This process will lead to issue-specific recommendations to the SCAG and SCAQMD Boards at the end of a nine to twelve-month period. In turn, those recommendations could necessitate additional project-specific environmental documents and amendments to the plans. Therefore, it is important to recognize that the AQMP, GMP and RMP are all on-going planning programs.

Because of the reasons stated above, SCAG cannot extend the comment periods for the GMP and RMP and for the related EIRs.

2. **Comment:** The Growth-Inducing Impacts section (DEIR pages 127-131) is objectively inadequate. It regurgitates the summary of the GMP in relationship to the RMP. ... the RMP EIR implies that implementation of the GMP is invincible and not influenced by anything in the RMP - that is fundamentally erroneous.

CEQA Guidelines require analysis of all cumulative impacts; that means multi-staged impacts and includes the secondary impacts of measures that are intended to be mitigative... Several regulatory measures in the RMP are travel inducing despite their opposite intent. The travel induced will tend to reinforce existing trends in growth for simultaneous dispersing of housing and excess concentration of employment in the region... job/housing imbalance is exacerbated, thereby contravening the objective of the GMP.

Response: The CEQA-required summary of growth-inducing impacts acknowledges that the RMP accommodates and facilitates the level and distribution of growth forecast in the 1988 GMP growth policy. This section also incorporates analysis of the GMP and its impacts and alternatives by reference from the Draft EIR on the GMP. The GMP EIR analyzes the feasibility and relative impacts of a lower-growth alternative.

This section also notes that the GMA-4MJH forecast supported by the plan is a more favorable distribution with a lower profile of mobility and environmental impacts than the business-as-usual Baseline projection GMA-1. As noted in the Mobility section, the RMP minimizes growth inducing effects by using level-of-service "F" as a target for mixed-flow facilities; besides providing an incentive for single-occupant vehicles to shift to HOV and transit modes to access higher level-of-service facilities in the same corridor, this target minimizes the potential for induced travel to result from implementation of the RMP. (DEIR p. 32)

3. **Comment:** Modeling for the RMP has failed to show these travel inducing impacts because it is a single-stage model and because it fails to model consequent land use impacts. SCAG does have a model recently installed which could be used to document these impacts. ... the EIR will continue to be inadequate in documenting the growth and travel inducing impacts of the RMP without use of this model.

Response: The Lowry-Garin (DRAM/EMPAL) Model referred to by the comment is currently under development and testing for application to the SCAG region through the SCAG Small Area Forecast program. The Urban Transportation Planning System (UTPS) package of programs used for RMP development is one of the currently accepted models for use in regional transportation planning approved by the Federal Highway Administration.

Commentor: Roberta Soltz, Environmental Section Head
METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA
PO Box 54153, Los Angeles, CA 90054 (213) 250-6000

11/14/88

4. **Comment:** ... many of Metropolitan's facilities and rights-of-way may be affected by subsequent construction projects related to the proposed plan. Due to lack of specific information regarding project

features presented in the DEIR, Metropolitan cannot provide detailed comments at this time... In order to avoid possible conflicts, we request that any forthcoming CEQA documentation be submitted to Metropolitan for review and comment.

Response: Responsible agencies should be contacted for review of project-level CEQA documentation at such time as individual RMP proposals are prepared for implementation by the appropriate lead agency. As noted in the Introduction to the Draft EIR, due to the programmatic nature and regional scale of the RMP, impacts associated with the Draft RMP are primarily assessed at a regional level. Local and project-specific impacts are more appropriately addressed at the time that specific projects and programs undergo environmental review by implementing transportation agencies, authorities and local governments. (DEIR p. 2)

Commentor: David Ream, City Manager
CITY OF SANTA ANA, David Grosse, Executive Director
PO Box 1988, Santa Ana, CA 92702 (714) 647-6900

11/16/88

5. **Comment:** Since the Regional Mobility Plan requires significant actions from local governments, the City of Santa Ana requests these issues be resolved prior to adoption of the plan.

Response: Representatives of local government and transportation authorities have been involved in RMP policy guidance, review, and approval throughout the plan development process. The RMP implementation program calls for refinement and consensus-building on specifics through task forces and joint powers authorities as appropriate, which will allow further local involvement. The plan additionally includes a funding element to ensure adequate resources for implementation. Nevertheless, SCAG is prepared to address any specific issues regarding local governmental commitments called for in the RMP and EIR.

Commentor: F. Paul Dudley, Director
CITY OF FULLERTON, DEVELOPMENT SERVICES DEPARTMENT
303 W Commonwealth Av, Fullerton, CA 92632 (714) 738-6540

11/18/88

6. **Comment:** Pursuant to Section 15207 of CEQA Guidelines, the City of Fullerton respectfully requests a 15-day extension of time to comment on the Draft Environmental Impact Reports SCH 88-062929 and SCH 87-121613 (Draft Growth Management and Regional Mobility Plans).

Response: Please see response to Comment 1.

Commentor: Lloyd Zola, Planning Network, for the
ONTARIO CHAMBER OF COMMERCE
PO Box 31, Ontario, CA 91761 (714) 984-2458

11/18/88

7. **Comment:** How do modified work hours increase productivity? The conclusion is not supportable in terms of business efficiency. (DEIR p. 121)

Response: The Draft EIR acknowledges that some businesses perceive this component to have potential negative impacts on business administration and on communication among workers. (DEIR p. 121) However, the DEIR explains that, although initially requiring adjustments to new schedules, flextime and staggered schedules can allow for improved time management and increased social contact outside of work. Advantages and disadvantages of telecommuting and modified work weeks are discussed in more detail in Regional Economy (DEIR pp. 146-148), and will be analyzed in a separate SCAG study now in progress on the socio-economic impacts of TDM. Nevertheless, the Draft EIR recommends mitigation for the perceived adverse impacts of TDM on business through further study and through action in assisting employers to overcome these effects and in making adaptations to TDM measures.

8. **Comment:** Riverside and San Bernardino Counties will experience higher costs. (DEIR p. 123)

Response: The comment highlights the Draft EIR statement regarding the greater future growth of transit-dependent population in Riverside and San Bernardino Counties relative to the region-wide rate. The DEIR acknowledges that provision of public transit service to these local transit dependent groups in the outlying counties will be a challenge posed by growth. This conclusion is corroborated by the regional Short Range Transit Plan, which maps transit dependent population by RSA, indicating high existing needs in these areas.⁴

9. **Comment:** Transit fare structures which favor elderly and handicapped (E/H) in absence of outside subsidies will discourage transit for home-work commute. (DEIR p. 124)

Response: Agreed. The RMP and Draft EIR do not suggest that E/H transit fares and discounts should be subsidized solely by higher general commuter fares.

10. **Comment:** West San Bernardino Valley is not identified as gaining employees from job/housing policies - that is inconsistent with the GMP. (DEIR p. 138)

Response: Agreed. The EIR should state that both the East and West San Bernardino Valley subregions would gain jobs from the GMP, increasing by over 27,000 (19%) and 62,000 (30%) jobs, respectively relative to the Baseline GMA-1 Projection. (See page 22, below.)

11. **Comment:** Are lower operating costs a valid conclusion when considering higher gas taxes and especially when considering that job/housing balance is aimed at new jobs and new housing? (DEIR pp. 143-144)

Response: Yes. The Draft EIR on the pages cited indicates that RMP operating costs and costs of delay would only be lower than under without-plan conditions, not lower than existing 1984 base conditions, pending outcome of the socio-economic study scheduled

⁴ SCAG. *Short Range Transit Plan: 1988-92*. January 1988.

for release in early December.

12. **Comment:** There could be a decrease in efficiency of operation due to greater need for management overhead; loss of comradery and esprit-de-corps; less control of ongoing work efforts. (DEIR p. 147)

Response: Please see response to Comment 7.

13. **Comment:** Improved communication with the East Coast is only true if workers come earlier; reduced congestion on elevators and plant gates is superfluous and is indicative of the self-serving nature of the EIR. (DEIR p. 148)

Response: Improved communication with the East Coast may require some workers to arrive at work earlier; workers operating under a later shift would allow for improved communication with the greater Pacific Rim. Staggered work hours measures are taken into account by traffic engineers when analyzing access and intersection impacts of proposed developments which incorporate such TDM measures. As the SCAG region enters the 21st century as a world city, a wider range of work hours allows for greater participation by the region's businesses in both local and global economies.

14. **Comment:** A significant beneficial impact? Facilitate movement of goods? (DEIR p. 149)

Response: Yes. The RMP would reduce miles of congested facilities during the morning and evening peak periods by one-third and one-quarter, respectively, relative to existing 1984 base levels; this is a significant beneficial effect. Reduced congestion and delay, increase speeds and improved access to centers would also improve goods movement. Improved movement of people and goods are goals of the RMP.

15. **Comment:** J (Social Impacts) and L (Regional Economy) underestimate impacts. (DEIR p. 152)

Response: The CEQA-required summaries of significant adverse effects are only intended to identify which environmental systems are potentially negatively affected by the RMP. As indicated in the more detailed analysis which forms the basis for these summaries (DEIR Sections 4.J. and 4.L., pp. 113-124 and 132-149), and as repeated in the CEQA impact summary cited (DEIR p. 152), some aspects of TDM measures are perceived as adversely impacting the regional social fabric and as detrimental to business; on-going studies are examining the adverse socio-economic impacts of demand management. Please also see the response to Comment 7, above.

Commentor: Fred J. Fujioka, Gomez, Fujioka & Furukawa Attorneys
MINORITY COALITION FOR RESPONSIBLE GROWTH
911 Wilshire Bl #1070, Los Angeles, CA 90017 (213) 629-2238

11/18/88

16. **Comment:** The project proposes the concept of job/housing balance as a tool to be shaped to reduce the negative impacts of commuting... We have no quarrel with this proposal, in fact we support it. However, we are concerned that the translation of the concept into reality be guided by a process that indeed solves the problem without worsening others.

Thus, the design of the mechanism is critical. The action to solve the commute problem could have the unintended result of exacerbating the unemployment problem in areas with particularly difficult to meet employment needs. The minority population could suffer from decreased employment opportunities, and those entrepreneurs who might wish to create employment opportunities for the population most in need could have their market adversely affected by a poorly designed job/housing balance program. [Other comments submitted address the GMP and are responded to in that plan/EIR.]

In conclusion, the political forum in which future decisions are made on matters as important as those discussed in the GMP must be inclusive of all interests, including those of the ethnic minorities, if it is to be credible and productive.

Response: Agreed. The implementation chapter of the GMP provides the details requested and is incorporated herein by reference. SCAG seeks to provide a forum for discussion on the RMP and GMP which not only includes interests such as ethnic minorities, but which encourages participation by all interests in constructive discussion towards regional decisions and action.

The growth policy forecast, which seeks to mitigate the transportation impacts of growth by improving job/housing balance, adds more jobs than the Baseline Projection to the counties with the highest unemployment rates: Imperial, Riverside and San Bernardino. Within Los Angeles County, housing-poor (job-rich) subregions are allocated both less growth in jobs and more growth in housing; wherever feasible, housing deficits are corrected by adding housing rather than decreasing growth in employment.

Nevertheless, SCAG agrees that the implementation discussions which should follow plan adoption must reach as wide a public as possible and must address such critical issues as ethnic minorities and secondary effects on unemployment if the Regional Strategic Plan is to be successful.

Commentor: William Woollett, Jr, City Manager
CITY OF IRVINE, COMMUNITY DEVELOPMENT DEPARTMENT
PO Box 19575, Irvine, CA 92713 (714) 660-3600

11/15/88

[Please note that comment letter Items 1-5, 7-9, 11-18, and 20-22 address the plan itself rather than the EIR, and are addressed in Appendix C, below.]

17. **Comment:** Item 6. Page 19 of the EIR states: "the Baseline Growth Projection would result in severe congestion in many parts of the region and unacceptable levels-of-service on much of the region's transportation system if no improvements were implemented beyond those currently funded." How does the EIR handle those improvements which may be a component of an approved master plan, but which are not yet earmarked for funding? Is this category of improvements included in the capacity assumptions when projecting year 2010 congestion? If not, how would their inclusion change the congestion impacts projected in the EIR?

Response: Local street and road issues are evaluated through Area/Corridor Studies

which do incorporate local plans in the evaluation. Area Studies result in more detailed improvements which should result in reduced local congestion.

18. **Comment:** Item 10. Page 24 paragraph 2, of the EIR states that "the freeway element contains few widenings and emphasizes existing freeway gap closures..." Paragraph 6 states, "The plan calls for widening a number of existing freeway routes..." This contradiction should be eliminated.

Response: The context of the quoted phrases reveals that the statements are not contradictory: although this plan minimizes freeway widenings and emphasizes gap closures relative to the previous 1984 Regional Transportation Plan, the 1988 RMP still calls for a number of mixed-flow widening improvements.

19. **Comment:** Item 19. Page 119 of the EIR states that the displacement effects of the San Joaquin Expressway would occur to the east, where it would connect to the I-405. According to (OCEMA) EIR 494, the only displacement effects of the San Joaquin Corridor would be at its connection with I-5.

Response: Agreed. The displacement of five structures would occur to the east at the San Joaquin Corridor connection to I-5. (See page 21, below.)

Commentor: Kenneth W. Griffith, Administrator
CITY OF BUENA PARK, CURRENT AND ADVANCED PLANNING
PO Box 5009, Buena Park, CA 90622 (714) 521-9900

11/17/88

20. **Comment:** Under the discussion of alternate fuels and methanol, in particular, we do not find any discussion on the production or distribution of alternate fuels or the associated impacts. What are the impacts of production of the amounts of alternate fuels required to meet goals specified? Will these fuels be distributed and sold at retail from existing facilities or will separate or additional facilities be required to store, distribute and retail such fuels? If separate or additional, what impacts are contemplated? Also what is the impact of producing the additional amount of electrical energy required by electrification of vehicles called for?

Response: Alternative fuel strategies are not an element of the RMP, but rather of the AQMP, and as such are analyzed in the AQMP Draft EIR. The RMP EIR recommends supporting these measures as a vehicle for reducing on-road fossil fuel consumption. The RMP EIR notes the levels of electrical energy and methanol fuel production and distribution required by these strategies (RMP DEIR page 57); further analysis is incorporated by reference from the AQMP EIR.

21. **Comment:** What are the projected impacts on retail sales from the elimination of free parking for commercial and industrial uses? What are the projected impacts on local jurisdictions in terms of costs to devise, implement, enforce and monitor TDM measures? What mitigation measures are proposed to offset these impacts?

Response: The principal focus of the parking management measures included in the RMP is on elimination of free parking for SOV commuters, rather than charging for the visitor parking necessary to maintaining retail sales. However, SCAG is currently

completing a separate analysis to add definition to - and to better quantify - the social and economic impacts of TDM measures.

**Commentor: Brian W. Farris, Senior Air Quality Specialist
SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
9150 Flair Drive, El Monte, CA 91731 (818) 572-6200**

11/18/88

[Please note that comments submitted regarding the RMP plan itself rather than the EIR are addressed in Appendix C, below.]

22. **Comment:** Item 1. Discussion of transportation energy use mitigation should include other clean fuels, such as compressed natural gas and liquified petroleum gas.

Response: The RMP EIR recommends supporting the AQMP alternative fuel control measures as mitigation for increased on-road fossil fuel consumption; to the extent that the AQMP sets specific targets for penetration of methanol, LPG, CNG and electricity, these are recommended as mitigation for energy conservation.

23. **Comment:** Item 2. The AQMP vehicle electrification requirements have been revised downward. Please see the forthcoming AQMP Final EIR for these revisions.

Response: Noted.

24. **Comment:** Item 3. What is the source for the target dates of 1998 for 40% electrification/methanol fueling of passenger and 70% methanol fueling of heavy duty vehicles? Do these figures refer to new vehicles or to the entire vehicle stock?

Response: These objectives are set for new vehicles in the Draft AQMP (page 4-27) and Draft AQMP Appendix IV-A (page II-2).

25. **Comment:** Item 3. Table 21, page 140, should have a column for accessibility in the year 2010 with no project.

Response: The centers accessibility analysis is not available for Baseline No Project conditions. Project impact analysis is only required relative to existing conditions, as provided in Table 21.

26. **Comment:** Item 4. The legend in Figure 11, page 50, needs additional explanation.

Response: Agreed. The bars in the graph represent gallons of gasoline sales per 10,000 population. (See page 21, below.)

Commentor: David C. Nunenkamp, Chief

OFFICE OF PLANNING AND RESEARCH, OFFICE OF PERMIT ASSISTANCE

1400 Tenth Street, Sacramento, CA 95814 (916) 445-0613

11/18/88

27. **Comment:** This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Response: Noted.

Commentor: Anne Saffell, Environmental Specialist IV

CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD - LOS ANGELES REGION

107 S Broadway #4027, Los Angeles, CA 90012-4596 (213) 620-4460

10/25/88

28. **Comment:** We have no further comments at this time.

Response: Noted.

Commentor: Guy G. Visbal, Chief

CALTRANS DISTRICT 8, TRANSPORTATION PLANNING BRANCH

(714) 383-4550

11/17/88

29. **Comment:** Concerning the proposed facility improvements, the documents should state a tentative date for the implementation of the programs. In addition, the document should state whose responsibility the implementation of these programs will be, to insure that the improvements are built.

Response: Such an implementation schedule is included in the action elements of the Regional Mobility Plan, and has not been restated in the EIR.

Commentor: Ronald H. Smothers, Director

CITY OF POMONA, DEVELOPMENT DEPARTMENT

City Hall, PO Box 660, Pomona, CA 91769 (714) 620-2051

11/18/88

[Please note that comments submitted regarded the RMP plan itself rather than the EIR, and are addressed in Appendix C, below.]

Commentor: Michael M. Ruane, Interim Director

COUNTY OF ORANGE ENVIRONMENTAL MANAGEMENT AGENCY, PLANNING

PO Box 4048, Santa Ana, CA 92702-4048 (714) 834-4643

11/18/88

[Please note that comments submitted regarding the RMP plan itself rather than the EIR are addressed in Appendix C, below.]

30. **Comment:** Page 25, Transit Facilities: As previously stated, the ability to increase transit usage to the level indicated may be difficult to attain. Expansion of rail facilities in an area where there are no major employment centers and where there are quite a number of larger centers throughout the region, would seem to be prohibitive in terms of constructing the rail lines that would be needed. In the alternative an analysis should be provided as to how the existing transit system, bus and rail, can be made more efficient within the framework in which they currently operate while minimizing the use of operating subsidies.

Response: Many urban areas across the country have been able to reduce single-occupant vehicle (SOV) mode share to levels targeted in the RMP, as indicated in Table A. The RMP transit program has been revised to reflect a greater integration of the HOV system and a bus-on-freeway system; please see plan changes in Appendix B. Transit systems are intended as extensions to the systems currently under construction in Los Angeles and Orange Counties. Additional systems are anticipated in Riverside County with the passage of Measure A in November of 1988.

Commentor: Lynne W. Kada, for Robert L. Braitman, Executive Officer
VENTURA COUNTY LOCAL AGENCY FORMATION COMMISSION (LAFCO)
800 S Victoria, Ventura, CA 93009 (805) 654-2576

11/17/88

31. **Comment:** Resources - These documents should, at least for the Ventura County portion of SCAG, identify oil and gas, mineral (aggregate) and farmland resources. These represent an important part of Ventura County's economic base and the Draft EIR should evaluate projected impacts on these resources.

EIR Chapter 4.F Water Resources - The Project Impact/Growth Management section should address whether projected growth would exceed the firm and safe yields of existing water supplies (A crucial question in Southern California).

Response: No significant impacts are expected on the natural resources, as no new corridors are proposed in Ventura County. The GMP EIR (pages 5-1 and 11-5, et seq) discusses growth impacts on consumption of raw materials. Capacity-enhancing projects may impact natural resources and will be evaluated under project-level environmental review.

32. **Comment:** EIR Chapter 4.K Urban Form And Growth - Figures 22 and 23 incorrectly identify the North Half of Ventura County as "Housing Rich" when it should be identified as "Mountain and Desert". The North Half consists primarily of remote mountainous area lying within the Los Padres National Forest.

This chapter should also contain an evaluation of how the Regional Mobility Plan will impact LAFCO adopted Spheres of Influence in Ventura County and the County's Guidelines for Orderly Development. Jurisdictional patterns within Ventura County, influenced by the Guidelines, are much different from patterns in the other Counties within the SCAG Region. These Guidelines provide the framework within which urban development is directed to existing cities whenever and wherever practical rather than providing opportunities for urban development to locate in the unincorporated area.

Response: Agreed; however, all Mountain and Desert Subregions are expected to be housing-rich. The Ventura LAFCO Spheres of Influence Policy and County Guidelines for Orderly Development primarily address the more microscale distribution of land use within a subregion - in incorporated versus unincorporated areas. Nevertheless, to the extent that the Spheres of Influence Policy concentrates growth in existing incorporated areas - through identification of the jurisdiction responsible for adjacent County areas - future patterns of growth would facilitate RMP success.

TABLE A
JOURNEY-TO-WORK MODE CHOICE (1980 IN %) FOR U.S. URBAN AREAS
SORTED BY PERCENT DRIVE-ALONE

<u>Urban Area</u>	<u>Drive Alone</u>	<u>Carpool</u>	<u>Transit</u>	<u>Walk</u>	<u>Other</u>
New York	45.1	14.5	30.7	8.0	1.7
Washington, DC	53.7	22.8	16.7	5.2	1.6
Boston	56.2	17.3	15.7	9.2	1.6
Chicago	57.7	16.6	18.7	6.0	1.0
Philadelphia	58.3	17.8	16.0	6.8	1.1
San Francisco	58.8	16.0	16.9	5.3	3.0
Baltimore	59.2	22.3	12.3	4.9	1.3
Pittsburgh	59.2	19.3	13.8	7.1	0.6
Seattle	64.4	18.2	10.7	4.5	2.2
Minn/St Paul	64.7	19.2	10.0	4.9	1.2
Milwaukee	65.3	18.9	8.8	6.0	1.0
San Diego	65.6	17.8	3.4	9.3	3.9
Portland	65.8	18.0	9.8	4.4	2.0
Buffalo	66.1	18.8	7.7	6.3	1.1
Denver	67.4	20.4	6.4	4.3	1.5
Miami	68.1	19.8	6.6	3.5	2.0
Cincinnati	68.8	18.5	7.7	4.1	0.9
Atlanta	69.5	18.2	9.1	2.0	1.2
Indianapolis	70.7	20.7	4.8	2.9	0.9
Kansas City	70.7	20.9	4.7	2.7	1.0
Sacramento	71.1	18.3	4.1	3.0	3.5
Los Angeles	71.2	16.9	5.8	3.5	2.6
Phoenix	71.8	19.1	2.0	3.0	4.1
Dallas	72.4	20.2	4.0	2.1	1.3
Oklahoma City	74.5	19.9	1.3	2.8	1.5
Detroit	75.8	16.6	4.1	2.8	0.7

Source: Planning Consultants Research, based on:
 US Census Bureau. *Journey-to-Work Tabulations (UTPP)*. 1980.

33. **Comment:** EIR Chapter 4.L Regional Economy - The discussions in the Employment by Sector section on page 133 identify each County's employment by Sector and their share of County employment in addition to employment in the SCAG Region as a whole. It is somewhat misleading to state, for instance, that Agriculture employs 70,000 (a 1% share of Regional employment) when this industry represents a much greater share of the Ventura County employment base.

Please consider including in the Employment Centers section on page 134 a discussion of employment centers within Ventura County even though the employment densities are below 15,000 employees per square mile. The location of employment centers is significant when anticipated growth areas within the County are taken into consideration.

Response: The EIR points out that shares of regional agricultural vary by County, using Imperial County as an example (DEIR p. 132). For purposes of regional mobility planning, the employment-by-sector analysis focuses on growth sectors and employment centers. Providing adequate access to and connections among high-density centers presents a major challenge to the RMP, hence the focus in the EIR on the 16 centers with employment densities of 15,000 jobs per square mile, none of which are located in Ventura County. However, the RMP was developed based on some 69 regional centers, four of which are located in Ventura County.

Commentor: Austin Sullivan, for Joyce I. Babicz, Director
CITY OF ONTARIO, PLANNING DEPARTMENT
303 East B Street, Ontario, CA 91764-4196 (714) 986-1151

11/17/88

[Please note that comments submitted regarding the RMP plan itself rather than the EIR are addressed in Appendix C, below.]

34. **Comment:** My first comment concerns the inadvisability restricted review period for these several and closely related documents. A thirty day review is unprecedented in my experience for major projects of this nature. I was surprised to learn that SCAG would ask for a shortened review period and even more amazed that the State would give it serious consideration, Add to that the fact that review of all of these related documents needs to be complete in the same reduced time frame and it makes the task of my staff impossible. Therefore, I am formally requesting not only that the standard 45-day review be reinstated, but also that the review be extended by an additional 45 days as provided in CEQA. This request had already been submitted to the State Clearing House.

Response: Please see response to Comment 1.

Commentor: Bob D. Simpson, City Manager
CITY OF ANAHEIM
PO Box 3222, Anaheim, CA 92803 (714) 999-5165

11/17/88

[Please note that comments submitted regarding the RMP plan itself rather than the EIR are addressed in Appendix C, below.]

35. **Comment:** Review of the two documents are out of sequential order as with other Plans (Air Quality management Plan, Housing needs Assessment Plan, etc.) which are to be predicted from this Plan. These Plans have already adopted and/or reviewed, or were under current review prior to distribution of this document. The Draft Plan and accompanying EIR were not received by the City until the week of October 24, 1988. With the allotted time frame for comment, it is not feasible for the City and its affected departments to review, understand and prepare informed comments on the Draft Plan and EIR, as well as their relationship to previously distributed Plan documents.

Response: Please see response to Comment 1.

36. **Comment:** The recommended mitigation measures state that no regionally significant adverse impacts are expected, however, there are some impacts that are local in nature that do not require mitigation. Regardless, local adverse impacts will need mitigation. Since the Regional Mobility Plan DEIR is an environmental impact report, it seems as though mitigation measures should be recommended to remedy adverse impacts. To state that the adverse impacts are local after being created by a regional plan does not seem accurate, especially for freeway widening/construction projects.

Response: The Draft EIR assesses the potential individual and cumulative effects that the Draft RMP may have on the environment, lists ways to minimize significant impacts, and evaluates alternatives to the Draft RMP. The State CEQA Guidelines require that EIR impact analyses correspond to the degree of specificity involved in the underlying activity being analyzed. Due to the programmatic nature and regional scale of the RMP, impacts associated with the Draft RMP are primarily assessed at a regional level. Some impacts are also evaluated at the county or subregional level. Local and project-specific impacts are more appropriately addressed at the time that specific projects and programs undergo environmental review by implementing transportation agencies, authorities and local governments; such impacts can be predicted with greater accuracy at the local plan and project level. (DEIR Introduction, page 2)

Commentor: Energy and Environment Committee
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG)
600 S Commonwealth Av, Los Angeles, CA 90005 (213) 385-1000

10/27/88

37. **Comment:** Consideration should be given to depressing freeways in new corridors in order to minimize their environmental impacts.

Response: The DEIR (page 95-96) recommends consideration of a wide range facility design measures - including below-grade alignments - to mitigate potential visual and related impacts on communities from new facilities.

38. **Comment:** The committee questions encouragement of "scenic highways" and their development as an inducement to more trips and traffic.

Response: The DEIR does not recommend creation of new scenic highways for the sake

of adding scenic highways and inducing tourist traffic to the region, but rather as mitigation for the visual impact of the following new corridor segments: San Joaquin, Foothill, Eastern, SR-30 and SR-138. Early scenic designation can ensure that, where new corridors are necessary in scenic areas, design, funding and construction of segments of these corridors incorporates measures such as depressed alignments, etc. to minimize aesthetic impacts.

39. **Comment:** The committee is interested in existing and future ethnic mix and how ethnic composition might impact our plans. Different segments of the population respond differently to different strategies, and we shouldn't treat the entire population as though they were homogeneous. What are the impacts of expanding Asian and Hispanic populations? The plan and EIR should reference SCAG's ethnicity report.

Response: The Draft Growth Management Plan EIR (GMP DEIR pp 4-11 to 4-18) analyzes the effects of changes in the demographic mix of sub-populations by factors including ethnicity, age, household size and occupations of heads of households. This analysis has been incorporated into the RMP DEIR by reference (RMP DEIR p 20). The social impacts section should incorporate by reference SCAG's ethnicity report regarding the Baseline Projection (see page 21, below).⁵ However, since the report indicates that growth in ethnic mix is primarily a product of births, impacts of ethnicity on characteristics of transportation demand are expected to decline by the year 2010: the ethnic population will become both more culturally-integrated and more behaviorally-assimilated into the total population, having been raised in the southern California region.

Commentor: Keith Turner, Manager
COUNTY OF VENTURA, RESOURCE MANAGEMENT AGENCY
800 South Victoria Avenue, Ventura, CA 93009 (805) 654-2799

11/17/88

40. **Comment:** Ventura County Air Pollution Control District has reviewed the air quality section of the Draft RMP EIR and recommends six items for inclusion in the air quality section.

Response: Agreed. See FEIR page 22 for specific items for changes.

Commentor: Stanley Hart, Chairman
SIERRA CLUB, ANGELES CHAPTER TRANSPORTATION COMMITTEE
3550 W Sixth St #321, Los Angeles, CA 90020 (213) 387-4287

12/1/88

[Please note that comments submitted regarding the RMP plan itself rather than the EIR are addressed in Appendix C, below.]

⁵ SCAG. *Southern California: A Region in Transition*. December 1984.

41. **Comment:** The EIR (and/or the RMP) should be rewritten. The RMP should include realistic measures to implement its programs. Otherwise, the EIR should correctly reflect this omission. Correction of the pricing mechanism for automobile use is essential. Lacking this, the RMP, like its predecessors, is doomed to impotence.

Response: The DEIR (pages 20-28) identifies the program proposed for plan implementation. The 1988 RMP mix of growth, TDM, facilities and financing strategies represent a break with previous plans, and have been successful in other US regions.

4. Changes to the Draft EIR

4. CHANGES TO THE DRAFT EIR

CHANGES TO THE DRAFT RMP

Revisions to the Draft 1988 Regional Mobility Plan (RMP) as a result of further review by SCAG and public comment are included as Appendix B. The plan revisions represent editorial and technical changes which do not substantially alter the policies or regional impact profile of the RMP.

CHANGES TO THE DRAFT EIR

Changes to the Draft EIR are listed below on a chapter-by-chapter basis. Additional corrections, additions or changes may be cited in Section 3 Response to Comments on the Draft EIR, based on public review of the document.

Air Quality. (DEIR pages 38-43) The following information is included into the discussion of Ventura County (South Central Coast Air Basin):

- o Ventura County frequently exceeds the federal air quality standard for ozone. Simi Valley exceeded the federal ozone standard on 50 days in 1986 and 22 days in 1987. Other areas of the county, especially the inland area of the county, especially the inland areas such as the Ojai Valley, Piru and Thousand Oaks, also frequently exceed the federal ozone standard.
- o On July 1, 1987, the Environmental Protection Agency replaced the federal total suspended particulate standard with a standard for inhalable particulates (PM-10). Air quality monitoring data indicates that Ventura County is in attainment of the PM-10 standard.
- o Ventura County's air quality is affected by transport of pollutants from outside the county. Sources of this pollution have been identified as Los Angeles County, Santa Barbara County, and Outer Continental Shelf (OCS) oil production, exploration, and shipping activity.
- o The Ventura County Air Quality Management Plan (VCAQMP) was updated in July of 1988. It contains new and revised stationary, area, mobile and transportation control measures. It also contains population projections based on the most recently adopted official countywide population forecasts. Moreover, the Plan forecasts were based on the most recent socioeconomic forecasts and proposed emission control tactics.
- o The 1982 Ventura County Air Quality Management Plan, the predecessor to the 1987 VCAQMP, predicted that Ventura County would not attain the federal ozone standard any time this century. However, the analyses done for the 1987 VCAQMP did not provide the information needed to predict a specific attainment date. While the 1987 VCAQMP does not specify an attainment date, the emission forecast used in the 1987 VCAQMP indicates a decrease until about 1995 and an increase thereafter. The emission increases are due almost entirely to population growth overshadowing emission reductions associated with the control tactics contained in the 1987 VCAQMP.

- o The environmental Protection Agency recently disapproved the 1982 VCAQMP for failure to demonstrate attainment of the federal ozone standard by December 31, 1987. The disapproval was the result of a citizen lawsuit brought against EPA pursuant to Section 304 of the Clean Air Act. Consequently, EPA is expected to develop and implement a Federal Implementation Plan (FIP) for Ventura County which will demonstrate attainment of the federal ozone standard by a specific date.

(DEIR Figure 8, page 39) Legend should indicate that thick lines represent ozone exceedance contours and thin lines represent carbon monoxide exceedance contours.

The air quality analysis (DEIR p. 46) should point out that, if the RMP Financial Element (or any other RMP element) is not fully implemented, attainment of federal standards may not be possible by the year 2010. In addition, if all three tiers of the AQMP are not fully implemented, including pertinent RMP elements, attainment is unlikely by the year 2010.

Energy Conservation. (DEIR Table 10, page 53) The following table and appropriate references (DEIR pp. 55-56) should be substituted for the analysis of on-road fuel consumption:

Table 10
ON-ROAD FUEL CONSUMPTION: SCAG REGION
(in 1,000 gallons/day)

<u>Fuel</u>	<u>1984</u>	<u>2010 Without Plan</u>	<u>2010 With Plan</u>
Total Consumption	13,241	15,952	14,340
Increase Over 1984	--	20.5%	8.3%

Sources: SCAG. *DTIM Model Results*. August 1988.
CARB. *Burden Model Results*. July 13, 1988.
CEC. *Fuels Report*. P300-87-016A, December 1987.

The legend in Figure 11 (DEIR page 50) should indicate that the bars in the graph represent gallons of gasoline sales per 10,000 population.

Additionally, the fuel consumption figures in the Alternatives Evaluation matrices (DEIR, pp. 8-9 and 164-5) are revised as follows:

Tables 2 and 27: ALTERNATIVES EVALUATION MATRIX

ENERGY	Base	2010 Proposed	2010 No				
Fuel Consumption (million gal/day)	<u>1984</u>	<u>Project</u>	<u>Project</u>	<u>MS-1</u>	<u>MS-2</u>	<u>MS-3</u>	<u>MS-4</u>
Total Fuels	13.2	14.3	15.9	15.1	14.4	12.6	13.6

Sources: SCAG. *DTIM Model Results*. August 1988.
CARB. *Burden Model Results*. July 13, 1988.
CEC. *Fuels Report*. P300-87-016A, December 1987.

Social Impacts. The social impacts section (DEIR page 113) should incorporate by reference SCAG's ethnicity report regarding the Baseline Projection.⁶

(DEIR page 119, last bullet) The displacement of five structures would occur to the east, at the San Joaquin Corridor connection to I-5.

Urban Form and Growth. The analysis of job/housing impacts of the Growth Management Plan and alternatives is substituted by reference from the Draft EIR on the GMP (GMP DEIR pp. 4-18 to 4-25), to replace the RMP analysis (RMP DEIR pp. 127-130, including Figures 22-23 and Table 15).

Regional Economy. (DEIR page 135, paragraph 1, sentence 2) Free-flow speeds vary from 25 to 55 miles per hour, depending on the facility type, location, and peak versus off-peak conditions.

(DEIR page 138) The EIR should state that both the East and West San Bernardino Valley subregions would gain jobs from the GMP, increasing by over 27,000 (19%) and 62,000 (30%) jobs, respectively relative to the Baseline GMA-1 Projection.

⁶ SCAG. *Southern California: A Region in Transition*. December 1984.

(DEIR page 144, paragraph 4, sentence 1) The No Project scenario would result in congestion costs 14 times current levels.

(DEIR page 144, last paragraph, sentence 2) Eliminate the word "additional".

(DEIR page 145, Table 26) Column headings in columns 2 & 3: eliminate the word "Additional". Retitle column 4 to read "Total Parking Costs".

5. Contributing Parties

5. CONTRIBUTING ORGANIZATIONS AND INDIVIDUALS

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

600 South Commonwealth Avenue, Suite 1000

Los Angeles, California 90005

(213) 385-1000

EXECUTIVE COMMITTEE OFFICERS:

(RMP Policy Direction)

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Councilmember, City of Buena Park

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Supervisor, Los Angeles County

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Ron Rodriguez, Councilmember, City of Westmoreland

Peggy Sartor, Councilmember, City of Victorville

Peter Schabarum, Supervisor, City of Los Angeles

Abe Seabolt, Supervisor, County of Imperial

(continued)

EXECUTIVE COMMITTEE MEMBERS (continued):

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Dorill Wright, Mayor, City of Port Hueneme

SCAG STAFF:

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MYRA L. FRANK AND ASSOCIATES (EIR Assistance)
Gary Petersen, Project Manager
Karita Zimmerman, Planner

Appendix A. Comment Letters



Community Development Department

City of Irvine, 17200 Jamboree Road, P.O. Box 19575, Irvine, California 92713 (714) 660-3600

October 31, 1988

Mr. Mark Pisano, Executive Director
Southern California Association of Governments
600 S. Commonwealth
Suite 1000
Los Angeles, CA 90005

Dear Mr. Pisano:

Thank you for the opportunity to review the Southern California Association of Governments' (SCAG) Draft Regional Mobility Plan and the corresponding draft environmental impact report (DEIR). The City of Irvine is concerned that the time allotted for comments is insufficient and, therefore, requests that SCAG grant an extension to February 1, 1989.

Our primary concern is the continuing unavailability of the Draft Regional Mobility Plan. City staff has requested copies of the plan on several occasions but has yet to receive one. The review process can not begin until a copy of the plan is received.

Secondly, the Regional Mobility Plan is only one of several proposed SCAG plans which are of regional significance. Review of the document is complicated because a complete evaluation is not possible without examining its intricate relationship with the South Coast Air Quality Management District's Air Quality Management Plan and SCAG's Growth Management Plan. Again, this requires that all of the documents be available before the review period begins.

Finally, the City shares SCAG's concern about the severity of transportation problems in the region and believes that measures must be taken to relieve the current situation. However, the City believes that an issue of such magnitude warrants more consideration than a 30-day review period allows.

Mr. Mark Pisano
October 31, 1988
Page 2

Thank you for your cooperation and, again, for the opportunity to comment. If you have any questions, please contact Eve Somjen, Acting Principal Planner, at (714) 660-3647.

Sincerely,


WILLIAM WOOLLETT, JR.
City Manager

WW/SR/kh

cc: Don Griffen, President, SCAG
Judith Hamerslough, SCAG
Paul Hatanaka, SCAG
Delaine Winkler, SCAG

disk:LPisan1



NOV 16 1988
SOUTHERN CALIFORNIA ASS'N.
OF GOVERNMENTS

The Metropolitan Water District of Southern California

Office of the General Manager

NOV 14 1988

Mr. Mark Pisano, Executive Director
Southern California Association
of Governments
Suite 1000
600 South Commonwealth Avenue
Los Angeles, California 90005

Dear Mr. Pisano:

Regional Mobility Plan

We have reviewed your Draft Environmental Impact Report (DEIR) for the project identified above. The comments herein represent our response to your proposed action as a Responsible Agency under the California Environmental Quality Act (CEQA).

Our review of the proposed action indicates that many of Metropolitan's facilities and rights-of-way may be affected by subsequent construction projects related to the proposed plan. Due to the lack of specific information regarding project features presented in the DEIR, Metropolitan cannot provide detailed comments at this time. Once Lead Agency responsibilities have been identified, we anticipate that additional CEQA documentation will be prepared for construction projects recommended in the DEIR. In order to avoid possible conflicts, we request that any forthcoming CEQA documentation be submitted to Metropolitan for review and comment.

We appreciate the opportunity to review your development activities that may affect our facilities and rights-of-way. If we can be of further assistance, please contact me at (213) 250-6437.

Very truly yours,

Roberta L. Soltz, Ph.D.
Environmental Section Head

RLS/gg

MAYOR

Dan Young

VICE MAYOR

Patricia A. McGuigan

COUNCILMEMBERS

John Acosta

Daniel E. Griset

Wilson B. Hart

Ron May

Miguel A. Pulido



CITY OF SANTA ANA

ALL-AMERICA CITY 1982-83

CITY MANAGER

David N. Ream

CITY ATTORNEY

Edward J. Cooper

CLERK OF THE COUNCIL

Janice C. Guy

November 16, 1988

NOV 18 1988

Ms. Cathy Jones Irish
Southern California Association of Governments
600 S. Commonwealth Avenue, Suite 1000
Los Angeles, CA 90005

SUBJECT: SCAG'S REGIONAL MOBILITY PLAN AND ENVIRONMENT IMPACT REPORT

Dear Ms. Irish:

The City of Santa Ana has reviewed the Regional Mobility Plan and Environmental Impact Report prepared by SCAG to address the region's mobility issues. First, we would like to commend SCAG on your efforts to provide a comprehensive action plan to address the region's transportation problems. The plan is all inclusive in identifying issues relative to highway, transit, rail, aviation, local streets, corridors, and ports. We agree that a systems analysis is needed. However, we are concerned that many of the recommendations in the plan will severely impact local governments.

Generally, our concerns fall within the following categories: compliance with the Air Quality Management Plan, the implementation schedule, and financial impacts to local governments. Since the Regional Mobility Plan requires significant actions from local governments, the City of Santa Ana requests these issues be resolved prior to adoption of the plan. We hope SCAG's Executive Committee will seriously consider meeting with local officials in Orange County to discuss our concerns.

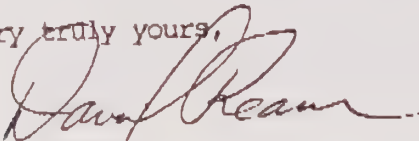
Enclosed are detailed comments on the Regional Mobility Plan prepared by my staff. Staff's comments on the Growth Management Plan are being transmitted under separate cover. If you have any question or concerns regarding our comments, please contact Jill Wallace at (714) 647-6900.

A-4

November 16, 1988

Thank you for the opportunity to review and comment on the Regional Mobility Plan and the Environmental Impact Report. We look forward to the successful resolution of the region's mobility problems.

Very truly yours,



David Ream
City Manager

cc: Mayor and City Council
Daniel W. McGovern, Regional Administrator, U.S.E.P.A.
Joanna Sharpless, Chairperson, California Air Resources Board
Congressman Dornan
Congressman Badham
Senator Royce
Senator Seymour
Assemblyman Frizelle
Assemblyman Lewis
O.C. Division, League of California Cities
O. C. City Managers

Enclosure

MEMORANDUM



Jan Perkins
Deputy City Manager

Date: November 16, 1988

To: David H. Grosse
From: Executive Director

Subject: STAFF COMMENTS ON SCAG'S DRAFT REGIONAL MOBILITY PLAN (RMP) AND DRAFT ENVIRONMENTAL IMPACT REPORT (EIR)

The Southern California Association of Governments (SCAG) has prepared a Regional Mobility Plan as part of its regional planning responsibilities. The purpose of the plan is to establish policies and actions to address the Southern California region's mobility problems. The Regional Mobility Plan is one element of a Regional Strategic Plan and has been developed in coordination with the Regional Growth Management Plan (GMP), the Regional Housing Needs Assessment (RHNA) and the Regional Air Quality Management Plan (AQMP). My staff has reviewed the plan and would like to offer the following comments for your consideration for transmittal to SCAG. Attached for your information are the RMP actions that local governments would have to implement, independently and cooperatively, upon adoption of the plan.

CONCERNS

COMPLIANCE WITH THE AQMP

Generally speaking, we agree with the stated goal of the Regional Mobility Plan which is to recapture and retain the transportation mobility levels of 1984 and provide specific means to address the goal. However, we are extremely concerned about some of the methods of obtaining this goal. Because the Regional Mobility Plan is one element of the Regional Strategic Plan, its successful implementation is directly linked with, and dependent upon the AQMP in conjunction with the GMP, and the RHNA. As described in the attached memo, compliance with the 1988 Air Quality Management Plan as currently drafted is problematic for the City of Santa Ana. In our opinion, until such time as issues regarding the AQMP have been adequately addressed, action on the Regional Mobility Plan should be postponed.

Another issue which has not been adequately addressed is the impacts to the RMP if AQMP and GMP goals are not met. What is the contingency plan for the RMP? What are the impacts to local governments?

RMP MANDATES REVISION OF LOCAL GOVERNMENTS' POLICE POWERS FOR RMP IMPLEMENTATION

We are very concerned about a regional body prescribing the measures that local governments must use to comply with mobility goals. The requirement that local government revise their police powers without the benefit of a "cooperative planning process" seems contrary to SCAG's mission which is to provide a forum for cooperative decision making.

Prior to action on the RMP, it is strongly recommended that a meeting be held with SCAG's Executive Committee and elected officials in Orange County. This meeting would provide our local officials the opportunity to discuss the impacts of the RMP on local governments. We believe that in the spirit of cooperation, a blueprint for successful implementation of a Regional Mobility Plan can be achieved.

LOCAL GOVERNMENT PROGRAMMATIC AND FINANCIAL IMPACTS NOT IDENTIFIED AND QUANTIFIED

The RMP does not identify or quantify the programmatic and financial impacts upon local governments of implementing these ordinances. Again, while conceptually we support the goals of the RMP, the question which must be addressed is at what expense to local government? Will additional funds be made available for the implementation and monitoring associated with these ordinances? Local governments have been severely impacted by diminishing federal and state revenues. If additional funding is not provided, do we reduce police and fire services for our citizens for the sake of improving mobility?

FINANCIAL STRATEGY INFEASIBLE

The facilities development element of the RMP proposes the construction of 1251 lane-miles of HOV and transitway lanes, 1846 lane-mile additions to the existing highways, and implementation of the Orange County Transitway Program within the next 20 years. As proposed, the RMP will have a significant revenue shortfall. Projections indicate a \$4 billion annual deficit and \$90 billion through the year 2010 for capital improvements and ongoing maintenance operations. The plan recommends substantial reliance on state and local revenues to fund the shortfalls. This recommendation is entirely unrealistic, particularly in older, mature cities. Many local governments are in dire financial straits now, due to insufficient funds for arterial and local streets, road maintenance, and reconstruction needs. We've implemented developer fees, benefit assessment districts, etc., and our funding needs continue to grow.

Increasing local value capture fees (i.e. benefit assessment and development impact fees) to finance regional transportation improvements will severely impact and frustrate redevelopment efforts in older communities. These fees frequently cannot be passed on to the user, and hence, result in even greater underwriting by a city to attract new development to a degenerating economic base. As it is, these fees are insufficient to meet the deferred maintenance needs of aging infrastructure in older communities such as Santa Ana.

In Orange County alone, only 40% of revenue for streets and highways comes from state and federal sources. The majority comes from local revenue sources which are strongly driven by employment and commercial growth. The CMP proposes a change in our jobs/housing balance which will reduce commercial growth and directly impact these revenue sources.

Last year, the Orange County Chapter of the League of California Cities organized a Transportation "Super" Committee to examine the transportation issues in Orange County. The survey of local projects identified a funding shortfall totaling in excess of \$225 million. With current funding shortfalls for local needs, how can local governments be expected to fund regional projects when the revenue source is being curtailed?

Another fundamental flaw in the financial strategy is the assumption that the "unconstrained" project list can be completed without substantial federal involvement. This, too, is unrealistic. Southern California's economy has received national and international prominence. To assure our continued growth and economic stability, state and federal funds must be provided for our transportation needs. We acknowledge the inevitability of the post-interstate era; however, it is incumbent upon local and state officials to insure the continued infusion of federal funds for regional and local needs. We strongly recommend that financing for the Regional Mobility Plan be re-evaluated relative to overall costs to local governments as well as the political support that will be needed for implementation.

IMPLEMENTATION SCHEDULE IS UNREALISTIC FOR LOCAL GOVERNMENTS

The speed with which the plan is proposed to come into effect is unrealistic. According to the RMP, as early as 1989, local government would need to adopt ordinances to implement Regulation XV and the job/housing balance, reduce work trips by 10%, establish parking permit systems, remove on-street parking, introduce a plethora of legislation, and amend City general plans to include an Air Quality Element. Is it a reasonable expectation that cities will be able to effect these changes within the time frame required by the RMP?

DEMOGRAPHIC PROJECTIONS INCONSISTENT

The RMP has been developed using demographic projections that are not consistent with those of the State Department of Finance (DOF) and the County of Orange. Obviously, the higher growth rate projected by SCAG would require more investment in our transportation system. Since Caltrans must use the DOF figures for highway planning, we believe SCAG's projections must be consistent with those used at the state and local level, particularly as it relates to planning for state highways and other regional facilities.

LOCAL INPUT NEEDED FOR REGIONALLY SIGNIFICANT ROADS

The RMP proposed to broaden the definition of the regional highway system to identify all facilities which significantly serve regional mobility needs. This includes arterial routes most desirable for longer regional trips, "superstreets," and those facilities providing access to regional transportation facilities and employment centers. We agree that the regional freeway system is the backbone of mobility in this region. We support the concept of broadening this definition to accurately and comprehensively define the system. However, prior to adoption of any "system of regional significance", local input is needed. While the modeling process verifies the

November 16, 1988

technical systems analysis, we as "users" can provide firsthand knowledge of our needs. Regionwide public input is needed prior to defining or adopting a new "system of regional significance".

Again, we think a cooperative planning process is needed for the successful implementation of a Regional Mobility Plan. My staff remains available to help SCAG resolve our transportation ills. If you have any questions, please give me a call.

for Jozie Amerson
David H. Grosse
Attachment

DHG/JA/30Ajr



DEVELOPMENT SERVICES DEPARTMENT

303 WEST COMMONWEALTH AVENUE • FULLERTON, CALIFORNIA 92632

Telephone: (714) 738-6540

November 18, 1988

Mr. Mark Pisano, Esecutive Director
Southern California Association of Governments
600 South Commonwealth Avenue, Suite 1000
Los Angeles, CA 90005

Re: Request for a 15-day Extension of Time to Review Regional Mobility and
Growth Management Draft Environmental Impact Reports

Dear Mr. Pisano:

Pursuant to Section 15207 of CEQA Guidelines, the City of Fullerton respectfully requests a 15-day extension of time to comment on the Draft Environmental Impact Reports SCH #88062929 and SCH# 87-12163, (Draft Growth Management and Regional Mobility Plans). Thank you for your consideration of this request.

Sincerely,

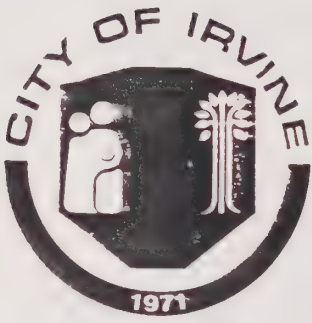
A handwritten signature in dark ink, appearing to read "F. Paul Dudley", is written over the word "Sincerely,".

F. Paul Dudley, Director
Development Services Department

ep

NOV 18 1988

SOUTHERN CALIFORNIA ASSN.
OF GOVERNMENTS



City of Irvine, 17200 Jamboree Road, P.O. Box 19575, Irvine, California 92719 (714) 660-8600

TRANSFORMATIONAL
PLAN

November 15, 1988

SOUTHERN CALIFORNIA ASSOCIATION
OF GOVERNMENTS

Ms. Kathy Jones Irish
The Southern California Association of Governments
600 S. Commonwealth Ave., Suite 1000
Los Angeles, CA 90005

RE: 1988 DRAFT REGIONAL MOBILITY PLAN AND ENVIRONMENTAL IMPACT
REPORT

Dear Ms. Irish:

The City of Irvine appreciates the opportunity to review and comment on SCAG's Draft Regional Mobility Plan and Draft EIR. Together with the Growth Management Plan and Air Quality Management Plan, the Regional Mobility Plan is of great importance to the cities and citizens of Southern California. For this reason, the City of Irvine again requests that an extension to February 1, 1989, be granted to all reviewing agencies to ensure that adequate review and comment is provided by all affected parties.

The City of Irvine has conducted a detailed multidisciplinary review of the Draft Regional Mobility Plan and EIR with the result that a number of major concerns, comments and questions have been identified. General comments are provided below and are followed by specific comments and references.

First, the City believes that there is an absolute need for SCAG to provide a process by which local government and the private sector can meaningfully participate in the formulation of goals, objectives and policies for the Regional Mobility Plan. In recognition that the successful implementation of the plan depends upon local government initiative and the voluntary support of the business community, it would seem obvious that participation by these groups throughout the development of the plan is of primary importance. It is the City of Irvine's opinion that merely allowing affected parties to review the draft documents prepared by SCAG will not result in the best possible plan that is reflective of the vision, opportunities and constraints of the local governmental and business communities.

On another point, we believe that the Regional Mobility Plan should include a detailed description of its relationship with both the Growth Management Plan and the Air Quality Management Plan. Although the plan assumes local government actions to implement its programs, little discussion is given as to what authority and police powers may be involved. We believe this is a major weakness of the Regional Mobility Plan.

Finally, the following specific comments are provided for your consideration:

DRAFT RMP:

1. Page IV-5 of the RMP implies that the aviation policies contained in the Southern California Aviation Element of the RTP are included by reference in the Regional Mobility Plan. If so, all policies found in the Aviation Element of the RTP should be specifically enumerated in the RMP.
2. Page V-28 - As a point of information, the City of Irvine has reached agreement with AMTRAK to provide a passenger stop along the San Diego-Los Angeles Corridor segment at the future Irvine Multi-Modal Station located within the City and sited just south of MCAS-El Toro. Passenger service at the multimodal station is anticipated for 1990.
3. Page V-34 - As a point of information, the City of Irvine has an adopted policy of opposition to conversion of the Marine Corp Air Station at El Toro into a joint use or full commercial airport.
4. Page V-35, MCAS El Toro and MCAS Tustin are mislabeled as general aviation airports instead of Military air stations.

DRAFT EIR

5. On Page 17 of the EIR, the SCAG draft Regional Mobility Plan is identified as a three-fold document, including:
 - a. A policy and program guide for improvements in regional mobility which is adopted by representatives of local government; and,
 - b. An identification of an integrated set of actions to maintain and improve regional mobility.

On Page 18, reference is subsequently made as to how "the Regional Mobility Plan broadens the definition of the regional highway system to include a large arterial component," but that this component "is meant only as a preliminary discussion of approaches . . ." and is thus "not considered a SCAG policy action and not a subject of this EIR." If an assumption of a greater use of arterials is integrated into the RMP, is that not a component of SCAG's integrated set of actions to improve mobility? Distinguish between an action plan and preliminary discussion on the issue of arterial networks. the potential of a greater use of arterials could be an area of concern to local jurisdictions who may view this assumption as having negative impacts including the encouragement of through-traffic through municipalities, particularly, residential neighborhoods.

6. Page 19 of the EIR states: "the Baseline Growth Projection would result in severe congestions in many parts of the region and unacceptable levels-of-service on much of the region's transportation system if no improvements were implemented beyond those currently funded." How does the EIR handle those improvements which may be a component of an approved master plan, but which are not yet earmarked for funding? Is this category of improvements included in the capacity assumptions when projecting year 2010 congestion? If not, how would their inclusion change the congestion impacts projected in the EIR?

7. On Page 22, the EIR states that the goal is to increase transit ridership from 6% to 19% by 2010; this goal is laudable, but is it realistic given historical attitudes towards public transit in Southern California? What is the basis for setting this goal? What specific implementing actions are proposed to achieve this goal?
8. On Page 23 of the EIR, reference is made to the use of low-cost, near-term strategies for coordinating regional transportation facilities (transportation system management). The document further states that "the element calls for expanded support for Smart Freeway demonstration projects, where motorists are advised to use adjacent surface streets when severe freeway congestion occurs." Further, it is identified that "a set of high-flow arterials would be required to meet increased demand for intra-subregional travel brought about by improved job-housing balance, to supplement the freeway system." The City of Irvine recognizes the need for local jurisdictions to participate in efforts to manage improved mobility within the region. However, the use to arterials as a supplement of the freeway system, to better manage regional traffic, is a policy that jurisdictions need additional information on with respect to process, degree of use, and identification of arterials, given sensitivities to noise and potential disruption to adjacent neighborhoods.
9. Page 23 and Page 31 of the EIR state that the goal is to eliminate 3.1-million person trips or 30% of all work trips; this is desirable, however, is it realistic to assume that 80 to 100% of the region's work force will be able to work alternative work weeks or work at home?
10. Page 24 paragraph 2, of the EIR states that "the freeway element contains few widenings and emphasizes existing freeway gap closures..." Paragraph 6 states, "The plan calls for widening a number of existing freeway routes" This contradiction should be eliminated.
11. Include more discussion about the proposed regional line-haul system in the EIR (p.25), as this system seems to be an integral strategy for increasing transit usage from 7% to 19% for home-to-work trips. Does this strategy complement the change in jobs-housing balance as envisioned in the SCAG recommended land use alternative? How will the fixed system be accessible to a more-dispersed jobs/housing scenario where jobs are proposed closer to where people live?
12. Include more discussion about the distinction between the "constrained" and "unconstrained" funding levels and their associated, alternative package of physical transportation improvements (p.24 of EIR). The reader needs to better understand its relationship to existing revenue sources, revenue shortfalls, and degree of monetary difference between the two alternatives. This assists in better understanding of the EIR and RMP text as the transportation strategies are presented.
13. Before encouraging local jurisdictions to expend bikeway funding sources for bicycle facilities development (p.26 of EIR), it may prove beneficial to require all local jurisdiction to develop and adopt a master plan of bike trails so that a comprehensive integration of bicycle trails with activity centers and the street system can be achieved.

14. On Page 27, the EIR assumes a 0.5-1.0% increase in county sales taxes; is this correct or should it be 0.5-1.0 cent increase? Are these measures in addition to existing sales taxes for transportation?
15. Page 27 - Table 3 - The \$50 million cost of demand management for eighteen years seems low, particularly since the City of Irvine's TMP for the Irvine Business Complex is estimated to cost \$2 million.

The cost for highway operation and maintenance are extremely low. Previous studies have pointed to highway maintenance as a significant need with increased cost resulting from deferred maintenance. OCTC's 1984 Maintenance Needs Study identified a \$200 million backlog of roadway maintenance in Orange County alone, with cost outpacing revenues by a significant margin.

16. Page 28 - Table 4 - What facilities would peak periods tolls apply to? If this is meant for existing freeways, this would require changes in State and Federal law. Also, all revenues are assumed to go to operation and maintenance, yet tolls on Orange County's corridors can only be applied to construction costs and are specifically prohibited from use on maintenance.
17. The RMP EIR (p.34) discusses the issue of traffic diverting to alternate routes when freeways and arterials are congested. Further, the EIR states that 54% of morning peak vehicles travel on surface streets, and that the RMP would drop the surface street share to 44%.
 - a. Of these totals, how much is truly freeway diversion traffic, and how much is traffic that needs to use the surface streets to get from the freeway to their place of employment?
 - b. After a breakdown of these percentage subsets are developed, the subsequent question is whether the 10% reduction in the use of surface streets is too low. If a major goal is the use of modes, such as transit, to provide an alternative to the automobile, as well as increasing ridership in cars and vans, why is there not a correspondingly lower use of surface streets?
18. The RMP EIR (p.35) appropriately recognizes an ultimate cost to these measures that could disproportionately affect the transit dependent (e.g., through increased fares). The EIR makes further mention of an ongoing study at SCAG on the social impacts of TDM. When will this study be available for public review? Recognizing the degree to which TDM is integral to the achievements of the Regional Mobility Plan, all decision makers should review this study as they review the Regional Mobility Plan so that the broadest range of benefits and impacts can be clearly understood, and appropriate strategies developed.
19. Page 119 of the EIR states that the displacement effects of the San Joaquin Expressway would occur to the east, where it would connect to the I-405. According to EIR 494, the only displacement effects of the San Joaquin Corridor would be at its connection with I-5.

20. Chapter 3: Figures 3, 4, and 5 - A table should be provided for each of these figures, identifying what specific improvements are assured in the RMP.

Figure 3 shows an HOV improvement on I-405 between I-5 and route 73. An HOV lane is currently under construction on I-405. What additional HOV improvement is proposed in the RMP?

Figure 3 also shows HOV improvements to I-5 south of I-405 under the "constrained" designation. Since this improvement is not in the 1988 STIP or in OCTC's I-5 financing assumptions, it should be given the "unconstrained" designation.

Figure 3 and 4 should be updated to show the east and west legs of the Eastern Corridor, since this concept has been approved by the Orange County Board of Supervisors and Transportation Corridor Agency.

Figure 4 should be corrected to show the San Joaquin Hills Corridor as a "Constrained New/Improved Corridor."

21. Figure 6 - The methodology and analysis used to determine the 2010 vehicle/capacity ratios should be included in the EIR. This figure should show Orange County's new corridors and their state highway designations.
22. If additional revenue sources are obtained, what is SCAG's proposal with respect to dispersing monies to local jurisdictions to assist in implementing both the TDM and mobility strategies?

The comments outlined herein are provided to SCAG to meet the November 18, 1988 deadline for comments on the Regional Mobility Plan and Draft EIR. Nevertheless, to reiterate, the City of Irvine strongly urges SCAG to extend the review deadline to February 1, 1989.

Please send three copies of the response to comments document when available. If you have any questions regarding these comments, please contact Eve Somjen, Acting Principal Planner, at (714) 660-3647.

Sincerely,



WILLIAM WOOLLETT, JR.
Acting Director of Community Development

WW/ES:kh

cc: Steve Letterly, Principal Planner
Gail Shiimoto-Lohr, Principal Transportation Analyst
Eve Somjen, Acting Principal Planner

November 17, 1988

Mr. Paul H. Hatanaka, Principal
SCAG - Environmental Planning
600 South Commonwealth Ave., Suite 1000
Los Angeles, CA 90005

NOV 18 1988

RE: Comments on DEIR for 1988 SCAG Regional Mobility Plan

Dear Mr. Hatanaka:

Under the discussion of alternate fuels and methanol, in particular, we do not find any discussion on the production or distribution of alternate fuels or the associated impacts. What are the impacts of production of the amounts of alternate fuels required to meet goals specified? Will these fuels be distributed and sold at retail from existing facilities or will separate or additional facilities be required to store, distribute and retail such fuels? If separate, or additional, what impacts are contemplated? Also, what is the impact of producing the additional amount of electrical energy required by electrification of vehicles called for?

In regard to the job/housing balance, how effective is the concept contemplated to be and upon what scientifically derived data were these conclusions based?

What are the projected impacts on retail sales from the elimination of free parking for commercial and industrial uses?

What are the projected impacts on local jurisdictions in terms of costs to devise, implement, enforce and monitor TDM measures? What mitigation measures are proposed to offset these impacts?

We believe that the above issues should be addressed in the EIR. We appreciate the opportunity to comment on the Draft EIR, and look forward to reviewing responses on these issues in the Final EIR.

Yours truly,



Kenneth W. Griffith
Administrator of Current & Advanced Planning
KWG:mr

cc: James DeStefano, Director
Kevin O'Rourke, City Manager
Ken Fischer, Engineering Svc



South Coast
AIR QUALITY MANAGEMENT DISTRICT

9150 FLAIR DRIVE, EL MONTE, CA 91731 (818) 572-6200

November 18, 1988

Mr. Paul Hatanaka
Principal Planner
Southern California Association of Governments
600 S. Commonwealth Ave. Suite 1000
Los Angeles, CA 90005

NOV 18 1988

Dear Mr. Hatanaka:

DRAFT ENVIRONMENTAL IMPACT REPORT ON THE SOUTHERN
CALIFORNIA ASSOCIATION OF GOVERNMENTS' DRAFT
GROWTH MANAGEMENT PLAN
SCAQMD# A81024C
SCH # 88062924

DRAFT ENVIRONMENTAL IMPACT REPORT ON THE SOUTHERN
CALIFORNIA ASSOCIATION OF GOVERNMENTS' DRAFT
REGIONAL MOBILITY PLAN
SCAQMD # A82024C
SCH # 87-121613

The Planning Division has reviewed the above documents and has the following comments:

GROWTH MANAGEMENT PLAN EIR:

AIR QUALITY

Both the 1982 AQMP and the Draft 1988 AQMP are used as separate criteria for judging the consistency of the GMP with the AQMP. The use of these dual consistency criteria is confusing and unnecessary. Reliance solely on the Draft 1988 AQMP is preferred, because: a) it is based on a more recent (1985) emissions inventory, b) it incorporates six more years' experience in the modeling and control of air pollution, c) it is a companion document to the Draft 1988 Growth Management Plan, and d) the 1982 AQMP has been invalidated in court.

Furthermore, the criteria levels in the 1982 AQMP are for the year 2000, not the year 2010, and are substantially above those of (they allow higher emissions than) the 1988 AQMP (with the exception of CO). Use of only the "target emission levels", i.e., emission levels which will just meet the federal standards, derived from the 1988 AQMP, would clarify the discussion of AQMP consistency of the proposed project and its alternatives considerably.

However, the "target emission levels" reported in the GMP DEIR are not consistent with the emission levels reported in the AQMP:

- o For ROG, the AQMP reports 200 tons/day, while the GMP DEIR uses 188 tons/day.
- o For CO, the linear interpolation used in the GMP DEIR to calculate the target emission level relies on a year 2010 emission value of 1890 tons/day, while the AQMP reports 1941 tons/day.
- o For NOx, the AQMP reports 242 tons/day, while the GMP DEIR uses 210 tons/day.
- o For SOx, the AQMP reports 30 tons/day, while the GMP DEIR uses 47 tons/day.
- o For PM10, the AQMP reports 1361 tons/day, while the GMP DEIR uses 603 tons/day.

Emission levels from the 1988 AQMP should be used. If not, justification for this divergence should be provided.

On p. 8-33 the following statement appears: "...it is unlikely that implementing these measures could result in ROG, NOx, or SOx emissions at or below the target levels." Since it is unclear from the context whether the measures referred to are those in the 1988 AQMP, the 1982 AQMP, or some other source, the implication of this statement is unclear. A more specific statement is needed.

ENERGY

The discussion in this section is out of date by about eight years. Data cited to characterize the energy setting of the Basin is generally from the late 1970's and early 1980's. The issues discussed are not current issues in energy planning. Furthermore, the section makes no mention of the AQMP's electrification strategy for the industrial sector, nor does it integrate AQMP measures for clean vehicle fuels into its projections. Specific comments are detailed below:

Electricity

1. Oil is not "the predominant fuel used in generating electricity" in the Basin. This statement was true a decade ago, but efforts by the Basin's utilities to convert oil-fired power plants to natural gas and to add coal and nuclear capacity have reduced their dependence on oil-fired generation to a minimal amount. Currently, oil is used only as a last resort, when natural gas is not available, or when oil-fired capacity is the last available capacity to meet

peak demand. The conclusion that "regional (electric) supply is highly sensitive to changes in oil prices and to potential disruption in oil supplies" is no longer true.

With regard to gas-fired electricity generation, the "highly variable" availability of natural gas has not been characteristic of the last ten years. Only in the unusually cold winter of 1987-88 were natural gas supplies to utilities curtailed. The subsequent coordinated effort by local government, the PUC, and utilities has established a plan for making such curtailments less likely in the future.

2. A more current and more representative profile of the types of electric generation resources should be provided. For example, no mention is made of the significant role of coal and nuclear plants in the current supply mix. The EIR focuses on energy, as opposed to capacity aspects and provides insufficient discussion of current generating capacity and future capacity needs.

3. The role of several of the Basin's electric utilities is ignored. These include the municipal electric utilities of the cities of Anaheim, Riverside, Colton, and others. While these utilities purchase most of their power in bulk from Southern California Edison, some of them have become part owners of generation resources themselves and are engaged in significant purchases of power on the open market from both in-Basin and out-of-Basin generating plants.

4. The contribution of independent power producers, most importantly cogenerators, to energy and capacity supply should be discussed. Since these producers are being relied upon increasingly to meet future supply needs, recognition of their role is critical.

5. Better documentation for statements than personal communications is available and should be used. Examples are Basin utilities' 1987 annual reports, the CEC's Biennial Report, and the CEC's Electricity report.

Natural Gas

1. The data cited for out-of-state natural gas supply are out of date (1976-79). The natural gas demand data is also out of date (1980). The 1988 Gas Report (Southern California Utilities, 1988) contains 1987 data.

Transportation Energy

1. Although it is noted that "fuel economy of new vehicles has increased in recent years", no quantification of this important trend is given.

2. The data on fuel economy and gasoline consumption are out of date (1979).

Impacts

1. The beginning date for projections of energy demand and supply should be more recent than 1980. Data for 1987 are available directly from utilities and from the CEC.

2. What is the support for the statement that the utilities are expected to increase their reliance on nuclear power (p. 6-60)? No new nuclear power plants have been ordered by utilities for at least a decade, and scores of plants have been cancelled. The statement appears to be out of date. The long time frame (ten to fifteen years) needed in order to bring a nuclear plant on line suggests that nuclear power would not soon be able to provide a significant increase in Basin electricity supply. Although recent concerns with the atmospheric CO₂ buildup have revived the consideration of nuclear power as a future supply option, this discussion is just beginning and has yet to result in new nuclear plant orders.

3. In order to demonstrate the increasing contribution of alternative and renewable electricity sources, the generating capacity and energy provided by these in 1987 should be reported, as should the capacity and energy projected from them in 2010.

4. On p. 6-60, the SCE and LADWP peak demands are reversed.

5. What are the implications for system reliability of a peak demand which is 95% of capacity? (p 6-60)

Mitigation Measures

1. The effect on energy demand and supply of the AQMP's Tier III electrification strategy is not considered, either in baseline projections or as a mitigation measure. Electricity consumption would increase dramatically if the strategy's measures for industrial and transportation electrification were followed.

2. Promotion of cogeneration as an energy impact mitigation measure is inconsistent with the AQMP's phasing out of in-Basin combustion processes.

3. Alternative and renewable energy sources are generally more capital-intensive than conventional energy sources, not less, as is stated on p. 6-61.

4. A 20% reduction in the region's electricity demand would equal 23,520 GWh/yr (20% x 117,600 GWh/yr), not 22,600 GWh/yr as reported. A 15% reduction in natural gas use

would equal 140.25 bcf/yr (15% x 935 bcf/yr), not 111.62 bcf/yr as reported (p. 6-61).

IRREVERSIBLE ENVIRONMENTAL CHANGES

This section should be expanded to include impacts in addition to open space and construction resources. Growth on the scale envisioned would have impacts on natural habitats and endangered species, among others.

REGIONAL MOBILITY PLAN EIR:

1. Discussion of transportation energy use mitigation should include other clean fuels, such as compressed natural gas and liquefied petroleum gas.
2. The AQMP vehicle electrification requirements have been revised downward. Please see the forthcoming AQMP Final EIR for these revisions.
3. What is the source for the target dates of 1998 for 40% electrification/methanol fueling of passenger and 70% methanol fueling of heavy duty vehicles? Do these figures refer to new vehicles or to the entire vehicle stock?
3. Table 21, page 140, should have a column for accessibility in the year 2010 with no project.
4. The legend in Figure 11, page 50, needs additional explanation.

If you have any questions about the above comments, please call Robert Kneisel at (818) 572-2150.

Very truly yours,



Brian W. Farris,
Senior Air Quality Specialist
Energy and Environment Section

OFFICE OF PLANNING AND RESEARCH

1400 TENTH STREET
SACRAMENTO, CA 95814



November 18, 1988

Paul Hatanaka
Southern California Association of Governments
600 South Commonwealth Avenue, #1000
Los Angeles, CA 90005

NOV 21 1988

NOV 21 1988

Subject: 1988 SCAG Regional mobility Plan
SCH# 87121613

Dear Mr. Hatanaka:

The State Clearinghouse has submitted the above named draft Environmental Impact Report (EIR) to selected state agencies for review. The review period is now closed and the comments from the responding agency(ies) is(are) enclosed. On the enclosed Notice of Completion form you will note that the Clearinghouse has checked the agencies that have commented. Please review the Notice of Completion to ensure that your comment package is complete. If the comment package is not in order, please notify the State Clearinghouse immediately. Remember to refer to the project's eight-digit State Clearinghouse number so that we may respond promptly.

Please note that Section 21104 of the California Public Resources Code requires that:

"a responsible agency or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency."

Commenting agencies are also required by this section to support their comments with specific documentation.

These comments are forwarded for your use in preparing your final EIR. Should you need more information or clarification, we recommend that you contact the commenting agency(ies).

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact Keith Lee at 916/445-0613 if you have any questions regarding the environmental review process.

Sincerely,

A handwritten signature in dark ink, appearing to read "David C. Nunenkamp".

David C. Nunenkamp
Chief
Office of Permit Assistance

Enclosures

cc: Resources Agency

A-22

CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD—
LOS ANGELES REGION

107 SOUTH BROADWAY, SUITE 4027
LOS ANGELES, CALIFORNIA 90012-4596
(213) 620-4460

ENVIRONMENTAL
PLANNING

NOV 01 1988

October 25, 1988

File : 700.600

SOUTHERN CALIFORNIA ASS'N,
OF GOVERNMENTS

Paul Hatanaka, Principal
Environmental Planning
Southern California
Association of Governments
600 South Commonwealth Avenue, Suite 1000
Los Angeles, CA 90005

DRAFT EIR REGARDING THE 1988 SCAG REGIONAL MOBILITY PLAN, SCH#
87121613: CITY OF LOS ANGELES

We have reviewed the subject document regarding the proposed
project, and have the following comments:

Based on the information provided, we recommend the following:

- ☒ We have no further comments at this time.
- ☐ The proposed project should address the attached
comments.
- ☐ Negative Declaration. See attached comments.
- ☐ Mitigated Negative Declaration. See attached comments.
- ☐ EIR. See attached information on scope and content.

Thank you for this opportunity to review your document. If you
have any questions, please contact Arthur Heath at (213) 620-
5433.

A handwritten signature in cursive script, appearing to read 'Asfell'.

ANNE SAFFELL
Environmental Specialist IV

cc: Mr. Keith Lee, State Clearinghouse

Memorandum

To : State Clearinghouse
Office of Planning & Research
1400 10th Street
Sacramento, CA 95814

Attention: Keith Lee

Date : November 17, 1988

File No.: Riv-Var-Var
SBd-Var-Var
SCH# 88062924
SCH# 87121613

From : DEPARTMENT OF TRANSPORTATION
District 8

Subject : Southern California Association of Government's Growth Management
Plan and Regional Mobility Plan

We have reviewed the above mentioned project and offer the following comments:

Concerning the proposed facility improvements, the documents should state a tentative date for the implementation of the programs. In addition, the document should state whose responsibility the implementation of these programs will be, to insure that the improvements are built.

Lastly, individual notices for specific projects should be sent for review so that specific issues can be addressed.

If you have any questions, please contact Richard Malacoff at ATSS 670-4550 or 714-383-4550.

Original Signed By G. Visbal

GUY G. VISBAL
Chief, Transportation Planning Branch

RM:cj
bcc: GSmith, Plan Coord Unit, DOTP
Paul Hatanaka, SCAG
EEvans, District 12
FBergen, District 7

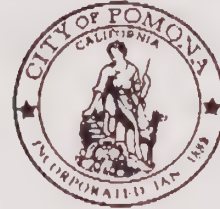
NOV 21 1988

THE CITY OF POMONA

SANFORD A. SORENSEN
Deputy City Administrator/Development

Office of the City Administrator

November 18, 1988



Mr. Paul Hatanaka
Southern California Association of Governments
600 South Commonwealth Avenue
Suite 1000
Los Angeles, California 90005

RE: DRAFT ENVIRONMENTAL IMPACT REPORT AND REGIONAL MOBILITY PLAN

Dear Mr. Hatanaka:

This letter is in response to circulation of the abovementioned documents undergoing public review and comment. As always, we appreciate the opportunity to respond SCAG's regional planning endeavors.

Essentially, our concerns at this point relate to a need for better definition rather than a fundamental disagreement with the Regional Mobility Plan.

We do believe, however, that the RMP establishes far too low a priority for the Corona Expressway (State Highway 71) upgrade to freeway status. This sentiment is based upon its (Highway 71) growing importance as a regional link to Highways 57 and 60 as well as Interstate 10. We believe that this link is well substantiated by the significant growth trend for the Inland Empire.

Our remaining concerns can be summarized as follows:

- It is recommended that the RMP place greater emphasis on the funding and upgrade of local streets that serve as regional arterials.
- "Developer" and "parking" fees, etc., on local development, where they may be proposed by the RMP, should be better defined so that their impact upon the community can be assessed.
- Page I-16 of the RMP depicts a "Long Range Candidate Corridor" to serve as a transportation link between Highway 60 and Interstate 10. This link could have severe and irreparable impacts upon the community.
- Page V-29 of the RMP depicts a proposed "Intercity/Commuter" rail line within an existing rail corridor which may be better suited to other existing east-west corridors. Further, specific impacts of such a corridor must be explicit, but are yet to be identified.

NOV 21 1988

Thank you again for the opportunity to review these documents. We look forward to working with SCAG on Pomona's role in these regional planning matters.

Respectfully,

 for:
RONALD H. SMOTHERS, DIRECTOR
DEVELOPMENT DEPARTMENT

RIIS/jt



County of Orange

ENVIRONMENTAL MANAGEMENT AGENCY
PLANNING

ERNIE SCHNEIDER
DIRECTOR, EMA

MICHAEL M. RUANE
INTERIM DIRECTOR OF PLANNING

LOCATION:
12 CIVIC CENTER PLAZA
SANTA ANA, CA

MAILING ADDRESS:
P.O. BOX 4048
SANTA ANA, CA 92702-4048

TELEPHONE
(714) 834-4843
FAX #: 835 7425

NOV 18 1988

FILE

NOV 18 1988

ROUTED TO: [illegible]
[illegible]

Dr. Mark Pisano
Executive Director
SCAG
600 S. Commonwealth Ave, Suite 1000
Los Angeles, CA 90005

RE: Comments on Regional Mobility Plan (RMP) and Regional Mobility Plan EIR

Dear Dr. Pisano:

We have completed a cursory review of the subject documents. The comments are provided below. We would like to note that the short time-frame given for the review of these documents is both unrealistic and unreasonable. Substantial thought and effort went into their preparation which took a lengthy period of time to compile. The jurisdictions which will be implementing this plan need more time to review these documents since it will be these jurisdictions which will be most affected by the plan that is being proposed. Therefore, the comments provided below are necessarily brief and general in nature.

Prior to providing comments on the two documents, we should note that while we have specific concerns with the discussion of TSM measures and transit modes, this County has supported and is continuing to examine the implementation of TSM and transit programs in the County. While this agency supports the efforts by SCAG, OCTD, and OCTC to examine alternative methods of transportation, our comments focus on feasibility and impacts of specific measures and should not be construed as opposition to these measures.

Draft Regional Mobility Plan Comments

The SCAG-generated population projections used in formulating the RMP may result in a substantially higher projection of vehicle miles traveled and, consequently, inappropriate mitigation measures and costs to the County.

We question the appropriateness of identifying the Ortega Highway as a possible location for the extension of transit facilities (RMP, Page V-21-23). The existing highway traverses environmentally sensitive areas, including Caspers Regional Park and Cleveland National Forest. If it is SCAG's objective to "...move people where they wish to travel, serving activity centers directly..." then we feel that Route 91 and the planned Eastern Transportation

Dr. Mark Pisano
Page 2

Corridor would provide the desired link from inland areas to existing and planned major urban activity centers in the more central portions of Orange County. Since it is unlikely that Ortega Highway would be widened to accommodate major through travel, it appears misleading to identify this facility as a possible location for a transit corridor.

Several figures (i.e., Figure I-3, I-4, V-3, V-55) incorrectly depict the Eastern and Foothill Transportation Corridors. The Eastern Transportation Corridor connects with Interstate-5 at two locations: near Jamboree Road and at the Laguna Freeway interchange, Route 133. The Foothill Transportation Corridor proceeds southerly from the eastern leg of the Eastern Transportation Corridor and connects to the San Diego Freeway (I-5) in the vicinity of the Orange/San Diego County boundary, bypassing the City of San Clemente.

There seems to be an inconsistency between the DRMP and the goals of the Draft Air Quality Management Plan (AQMP). The DRMP proposes to "reduce transportation emissions back to 1987 goals by 2010" (DRMP, Page I-3). The AQMP has earlier attainment goals which are:

December 31, 1996 for nitrogen dioxide
December 31, 1997 for carbon monoxide
December 31, 2007 for ozone and PM10

This inconsistency between the documents should be corrected.

Regional Mobility Plan Draft EIR Comments

Page 22, Transportation Demand Management: Figures indicate that through transportation demand management, there will be an increase to the use of carpools, vanpools, ridesharing and transit ridership. However, no information is provided as to how this will be achieved and whether it can be achieved. For example, there is a proposal to increase transit ridership from 6% to 19%. It is our understanding that in major eastern and mid-west cities in the United States with well-defined employment centers and where there is an extensive public transit system of both rail and buses, increased transit ridership has been difficult to attain. Specific information should be provided as to how these figures can be achieved in this area.

With respect to the alternative work weeks, flexible work schedules may be difficult to fully achieve in some service and industry sectors. More discussion should be provided as to how these figures can be achieved. In addition the emphasis on telecommunications and telecommunicating through work at home needs clarification. There is no discussion or analysis as to whether or not this is something that can be achieved in the near or long term. It seems that there is a real limit as to how far the employment sectors can go in achieving alternative work weeks and telecommunicating.

Page 23, Transportation System Management: Emphasis on TSM should be on measures that are readily implementable and can also be achieved at minimal costs. Discussion should be provided on the feasibility of reversible flow lanes. Additional discussion should be provided regarding truck traffic restrictions with respect to time of day use, location and route and restricting truck traffic on certain state route freeways. While the use of arterial highways during periods of severe freeway congestion may seem like a good idea, arterial highways

Dr. Mark Pisano

Page 3

would get severely congested as well in a very short period of time if they are used to relieve freeway congestion because the capacity of freeways is significantly higher than adjacent arterial highways. This concept would only work if superstreets are built such as the plan that has been circulated for Beach Boulevard. This point should be discussed in the EIR.


Page 25, High Occupancy Vehicle Facilities: While such HOV facilities are extremely desirable and should be explored on all existing facilities, the ability to provide them within existing rights-of-way may be costly. The issue of the cost of expanded rights-of-way should be discussed in significant detail in this document.

Page 25, Transit Facilities: As previously stated, the ability to increase transit usage to the level indicated may be difficult to attain. Expansion of rail facilities in an area where there are no major employment centers and where there are quite a number of larger centers throughout the region, would seem to be prohibitive in terms of constructing the rail lines that would be needed. In the alternative an analysis should be provided as to how the existing transit system, bus and rail, can be made more efficient within the framework in which they currently operate while minimizing the use of operating subsidies.

Page 26, Financing: The EIR should analyze what types of facilities can be provided if additional taxation cannot be achieved. In essence, the plan should be prioritized with respect to the money that would be forthcoming and it should be broken down as to what facets of it can be achieved, given that the ability to generate revenues may be restricted by not being able to increase gas or sales taxes. Increasing gas or sales taxes may also have an effect on certain groups in the population who would be forced to rely more heavily on transit. Thus, a discussion should also include the effect of increased taxes on other modes of travel.

In conclusion, a regional mobility plan should not rely on uncertain sources of funds. Such a plan may be overly optimistic. Efficient plans should be prepared and addressed in the EIR which rely on existing or at least reasonably certain sources of funds in order to achieve stated objectives.

Very truly yours,



Michael M. Ruane
Interim Director of Planning

MMR:no(PA-28)
8111706461682

cc: Board Offices
Director, EMA
CAO
Executive Director OCTC
Director of Transportation/EMA

NOTE: The County's comments on the related Growth Management Plan have been transmitted under separate cover from the County Administrative Office and are incorporated herein by reference.



members

JOHN FLYNN
JAMES E. GORDON
VICKY HOWARD
MADGE L. SCHAEFER
DORILL B. WRIGHT

November 17, 1988

alternate members

ROBERT C. EMBRY
MAGGIE ERICKSON
ALEX FIORE

Mark Pisano
Executive Director
Southern California Association of Governments
600 South Commonwealth Avenue, Suite 1000
Los Angeles CA 90005

executive officer

ROBERT L. BRAITMAN

**SCAG Draft Plans and EIRs on Regional
Mobility and Regional Growth Management**

This is in response to your request to review the above referenced documents. Our comments are offered in the Commission's role as a responsible agency with respect to potential boundary changes which may result from the implementation of these Regional Plans.

DRAFT PLAN AND EIR ON REGIONAL MOBILITY

Resources - These documents should, at least for the Ventura County portion of SCAG, identify oil and gas, mineral (aggregate) and farmland resources. These represent an important part of Ventura County's economic base and the Draft EIR should evaluate projected impacts on these resources.

EIR Chapter 4.F Water Resources -The Project Impact/Growth Management section should address whether projected growth would exceed the firm and safe yields of existing water supplies (A crucial question in Southern California).

EIR Chapter 4.K Urban Form and Growth - Figures 22 and 23 incorrectly identify the North Half of Ventura County as "Housing Rich" when it should be identified as "Mountain and Desert". The North Half consists primarily of remote mountainous areas lying within the Los Padres National Forest.

This chapter should also contain an evaluation of how the Regional Mobility Plan will impact LAFCO adopted Spheres of Influence in Ventura County and the County's Guidelines for Orderly Development. Jurisdictional patterns within Ventura County, influenced by the Guidelines, are much different from patterns in the other Counties within the SCAG Region. These Guidelines provide the framework within which urban development is directed to existing cities whenever and wherever practical

Mark Pisano
November 17, 1988
Page Two

rather than providing opportunities for urban development to locate in the unincorporated area.

Draft Regional Plan - The Draft Regional Plan should also include a discussion of the Ventura LAFCO Sphere of Influence program and the County's Guidelines for Orderly Development.

EIR Chapter 4.L Regional Economy - The discussions in the Employment by Sector section on page 133 should identify each County's employment by Sector and their share of County employment in addition to employment in the SCAG Region as a whole. It is somewhat misleading to state, for instance, that Agriculture employs 70,000 (a 1% share of Regional employment) when this industry represents a much greater share of the Ventura County employment base.


Please consider including in the Employment Centers section on page 134 a discussion of employment centers within Ventura County even though the employment densities are below 15,000 employees per square mile. The location of employment centers is significant when anticipated growth areas within the County are taken into consideration.

DRAFT EIR AND REGIONAL GROWTH MANAGEMENT PLAN

This Plan should also identify the above referenced issues and the Draft EIR should evaluate potential Plan impacts on these Ventura County resources, plans and policies.

We appreciate the opportunity to review these documents. If we can be of further assistance on this matter, please contact the LAFCO Office at 805/654-2576.

ROBERT L. BRAITMAN
Executive Officer


LYNNE W. KADA
Staff Analyst



November 17, 1988

NOV 18 1988

Ms. Viviane Doche-Boulos
Southern California Association of Governments
600 South Commonwealth Avenue #100
Los Angeles, CA 90005

Dear Ms. Doche-Boulos:

I am writing in response to the SCAG draft Growth Management Plan, Regional Mobility Plan and associated EIRs.

My first comment concerns the inadvisability restricted review period for these several and closely related documents. A thirty day review is unprecedented in my experience for major projects of this nature. I was surprised to learn that SCAG would ask for a shortened review period and even more amazed that the State would give it serious consideration. Add to that the fact that review of all of these related documents needs to be complete in the same reduced time frame and it makes the task of my staff impossible. Therefore, I am formally requesting not only that the standard 45-day review be reinstated, but also that the review be extended by an additional 45 days as provided in CEQA. This request has already been submitted to the State Clearing House.

Given the fact that this request may not be granted, I will attempt to address our most significant concerns at this time. Many of these have already been addressed in our response to the South Coast Air Quality Management District in response to the proposed AQMP and associated EIR (see attached letter dated October 17, 1988.) Further review of SCAG's Growth Management Plan and Regional Mobility Plan leave us with greater rather than less concern about the central issue in this entire process, namely implementation.

Chapter VIII in the Growth Management Plan purports to address this issue; yet the reader is left confused by the ambiguity which one finds in this section. The statement is made on page VIII-1 that implementation strategy "...is based on the voluntary participation of local jurisdictions." Nevertheless, on pages VIII-3 and VIII-4 the same document outlines how SCAG, the South Coast AQMD, and other agencies could enforce these policies using A-95 Review, federal funding, New Source Review and other mechanisms. On page A2-5 (in Appendix 2, entitled Job/Housing Balance Strategies/Techniques) the following policy option is stated: "Local governments would be required to conform to SCAG recommendations on local proposals for development or changes in regulations." When confronted with this inconsistency, a member of SCAG's staff said, in effect, that the program would be voluntary unless jurisdictions do not to

Page 2
Viviane Doche-Boulos
November 15, 1988

comply. We find this a curious sort of voluntarism. In short, we continue to feel that these documents do not provide a clear notion as to what will be required of our City by these plans and what quid pro quo will be provided by other jurisdictions in order to achieve our mutual goal of clearer air.

There has also been recently adopted State legislation (Chapter 1568) which may give SCAQMD review power over indirect air pollution sources. We specifically ask whether this new power would be used to support the Growth Management Plan and Regional Mobility Plan. Furthermore, we would like you to explain how these programs can be considered voluntary if these new provisions are implemented.

Yours truly,

ONTARIO PLANNING DEPARTMENT
Joyce I. Babicz, City Planner

A handwritten signature in cursive script, appearing to read "Austin Sullivan", with a horizontal line extending from the end of the signature.

Austin Sullivan
Senior Planner

AES:rb

cc: J. Babicz
J. Freiman
J. Hamerslough



October 17, 1988

Ms. Suzanne Reed
Special Projects Coordinator
South Coast Air Quality Management District
9150 Flair Drive
El Monte, CA 91731

Dear Ms. Reed:

I am writing in response to the notice of completion for the EIR for the proposed 1988 revision to the AQMP.

I believe that the issue which creates the greatest concern in this jurisdiction, and, I suspect others, is that of enforcement. In reading these voluminous documents, there is no serious discussion given to the actions which might be employed to require compliance with specific policies of the plan. As I am sure you are aware, some of the proposals, especially in the supporting appendices to this document, are controversial and issues of implementation are central to the problem, not peripheral. In short, we do not feel that these documents give us a clear idea as to what will be required of this City by the plan and what quid pro quo will be provided by other jurisdictions. We have a difficult time supporting this open-ended approach to the problem.

Specifically, there are certain actions which this jurisdiction is unlikely to take even though we share the goal of clean air with the entire basin. For example, we have heard representatives from the State and SCAG propose, apparently seriously, such draconian measures as the issuance of occupancy permits before site plan review in order to stimulate housing formation in desired areas. As this pertains to the EIR, we ask, "How could one reasonably assess the likely impacts associated with this sort of abandonment of the standards which have heretofore been part of the normal review process?" We suggest that no such evaluation is possible. We also have serious questions about the advisability of pursuing further the jobs-housing balance strategy outlined in these several documents. The presumed goal of this strategy is to minimize average daily commuting distances which is, of course, desirable. Nevertheless, it would appear that the real problem is not housing availability. Rather the problem is one of cost. It is clear that, on a square footage basis, there is a general and rapid increase in the cost of housing as one proceeds westward from the Inland Empire into Los Angeles and Orange Counties. That situation is likely to obtain even if more housing is built in the western areas and more jobs are available in the east. As such, reduced commuting is not likely even if target goals are met. It is instructive that Orange County is presently in balance in the areas of jobs and

Page 2

Ms. Suzanne Reed

October 17, 1988

housing. Nevertheless, massive numbers of workers are exported each day to Los Angeles County and similar numbers arrive from the Inland Empire. This situation is likely to continue without large scale market intervention, a course of action which is not likely to be given serious consideration. Thus, there is no reason to assume that improved jobs-housing balance will reduce average commutes if the issue of cost continues to go unaddressed.

Moreover, the basic structure of the EIR is drawn into question because of the nature of the proposed AQMP, itself. Specifically, the AQMP proposes three tiers of policy with considerably different provisions. The third of these goes so far as to rely on technologies which may or may not be ready for implementation by 2010 A.D. Thus, the project, as defined by CEQA, is, and must be, illdefined. As such, the EIR cannot hope to adequately address the possible impacts associated with the plan. For example, the impacts associated with full electrification of transportation would be quite different depending on the means of generation used and the location of the generating facilities. Therefore, we suggest that additional environmental review will be necessary before any Tier III strategies are implemented.

Finally, the interrelatedness of these many and voluminous documents is unclear, at best. Moreover, not all documents have been distributed. We did not even know that there was a September, 1988 draft of the Transportation Land Use and Energy Conservation Measures document until Lloyd Zola of Planning Network chanced to inform us of its existence. The convoluted interrelationships of these various documents make a clear response to any of them more difficult.

If you have any questions, please call me at (714) 391-2506.

Yours truly,

ONTARIO PLANNING DEPARTMENT
Joyce I. Babicz, City Planner



Austin E. Sullivan
Senior Planner

AES:rb



CITY OF ANAHEIM, CALIFORNIA

Office of City Manager

TRANSPORTATION
PLAN AND EIR

November 17, 1988

SOUTHERN CALIFORNIA ASSOCIATION
OF GOVERNMENTS

Ms. Kathy Jones Irish
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
600 So. Commonwealth Avenue, Suite 1000
Los Angeles, CA 90005

Re: Formal Comments - Draft Growth
Management Plan and EIR, and
Regional Mobility Plan

Dear Ms. Irish:

Thank you for the opportunity to review the above mentioned regional plans. It is recognized that cities should cooperate in the regional setting to address regional issues. To this end, we are pleased to submit the following comments based on the information provided in the Draft Growth Management Plan, the DGMP EIR, and the Regional Mobility Plan for consideration.

GROWTH MANAGEMENT PLAN AND ACCOMPANYING EIR

Review of the two documents are out of sequential order as with other Plans (Air Quality Management Plan, Housing Needs Assessment Plan, etc.) which are to be predicated from this Plan. These Plans have already been adopted and/or reviewed, or were under current review prior to distribution of this document. The Draft Plan and accompanying EIR were not received by the City until the week of October 24, 1988. With the allotted time frame for comment, it is not feasible for the City and its affected departments to review, understand and prepare informed comments on the Draft Plan and EIR, as well as their relationship to previously distributed Plan documents. Specific information relative to Anaheim is not stated and further complicates the review of the document, leading to ambiguity.

Notwithstanding the above, many comments/questions are raised upon review of these two referenced documents. General and specific comments are noted below.

GENERAL COMMENTS:

1. It is difficult to specifically address impacts to Anaheim as the Plan organizes its data on a regional, county, and subregional basis (subregional splitting Orange County, and subsequently Anaheim, into west/east sections). Data specifically for Anaheim is not identified.
2. The projections identify growth through the year 2010 for the region. It is important to note that while the thrust of the Draft Plan describes the Baseline Projection with a small discussion on the alternatives, the EIR describes the preferred project alternative as GMA-4 Modified Job/Housing Balance Alternative.

In summary, baseline projections for Orange County indicate that:

"Between 1960 and 1984 the county's population tripled and reached a 1984 population of 2.1 million. By 2010, the Baseline projects 3.1 million people in Orange County...an addition of 1.0 million--double the pace of Los Angeles County, however, significantly slower than both Riverside and San Bernardino Counties.

Orange County is projected to grow from 760,000 housing units in 1984 to 1.2 million in the year 2010, an addition of 464,000 housing units during the 26-year period. This growth represents 17% of the region's projected housing growth--a smaller share than the 27% captured during the period between 1970 and 1984.

Orange County had 1,048,000 jobs in 1984, or 18% of the region's total employment. By 2010, the county is projected to add 877,000 jobs (87% increase), which is about 29% of the projected regional increase in jobs between 1984 and 2010. By 2010, Orange County's employment is projected to be 1,925,000. Orange County will account for 22% of the region's total employment, a slight increase in its regional share from 1984."

However, 2010 projections for the preferred GMA-4 Modified Job/Housing Balance Alternative (Jobs/Housing concept is to provide a comparable ratio of jobs and housing within a community/region to not necessitate unnecessary mobility requirements) indicate the following projections for Orange County between 1984 and 2010 under The Trend Projection:

Population:	2,982,200
Housing:	1,191,900
Employment	1,691,800

The preferred GMA-4 Modified Job/Housing Balance Alternative projects less population, housing and employment (117,800, 8,100, 233,200, respectively) for Orange County than the baseline projection identified above. This inconsistency should more clearly be addressed.

3. Without specific data on Anaheim, it is impractical to determine the impact on public services and infrastructure in Anaheim. If this Plan is adopted and implemented, what impacts on Anaheim's infrastructure/services will occur (i.e., water, wastewater treatment, solid and hazardous waste, energy, school facilities, circulation systems, etc.) and how would improvements found necessary be funded? As stated previously, the Plan should provide information enabling local jurisdictions to analyze said impacts.
4. Many of the policies set forth in the Growth Management Plan are ambiguous and unclear. It is difficult to provide comments on behalf of Anaheim due to the generality of the document. The document should specifically identify the cities in each county and subregion and indicate whether SCAG currently views each as job-rich, job-poor, housing-rich, or housing-poor. Specific comments cannot be offered until that effort is completed. Each policy is listed below with departmental comments in brackets following each policy.
 - o "Achieve better job/housing balance at the subregional level. Encourage and provide incentives in job-rich subregions to attract housing growth; and encourage and provide incentives in housing-rich subregions to attract job growth."

[It is not clear, based on the current Plan, whether Anaheim would currently be viewed by SCAG as job-rich or job-poor and housing-rich or housing-poor. The implied outcome could negatively affect Anaheim's future development/economic viability.]
 - o "To the degree possible, achieving a balance (by subregion) of the type of jobs with the price of housing."

[How will this be achieved and who will have the authority to determine appropriate pricing?]
 - o "Encourage employment development in job-poor localities through support of labor force retraining programs and other economic development measures."

[How will this be accomplished and what economic development measures will be employed?]
 - o "To the extent possible, reflect current local jurisdictional policies related to population, housing and employment in the development of job/housing balance targets."

[The current array of local jurisdictional policies relating to the accomplishment of jobs/housing balance targets is not documented.]

5. Many of the implementation processes identified are ambiguous and unclear. Again, it is difficult to provide comments on behalf of Anaheim due to the generality of the document. The document should specifically identify the cities in each county and subregion and indicate whether SCAG currently views each as job-rich, job-poor, housing-rich or housing-poor. Specific comments cannot be offered until that effort is completed. The various components of the identified implementation measures are listed below with departmental comments in brackets following each implementation measure.

- o "Local jurisdictions should develop general plans that incorporate regional and local job/housing balance objectives as well as elements of the Air Quality and Regional Mobility Plans. Local jurisdiction adoption of measures and ordinances that foster job/housing balance is targeted for January 1, 1990."

[If the City is directed to amend Anaheim's General Plan per the GMP, the City could potentially lose its discretion on the future shaping of Anaheim as related to some of the Vision 2000 (Strategic Planning) Strategies. Further, staffing and the cost to accomplish suggested General Plan amendments are undeterminable at this time.]

- o "SCAG's task is to promote implementation of the job/housing balance policy. The A-95 Review program is a vehicle through which the agency can review projects and make recommendations for federal funding. SCAG can influence the issue of federal resources to a project which adversely impacts the job/housing balance in a subregion. The Transportation Improvement Program is another mechanism that can be used by the agency. SCAG can recommend that funds for transportation projects be consistent with the objectives of the job/housing balance policy."

[It is unclear at this time how this Plan could affect Anaheim's potential funding from various sources for future projects.]

- o "County Transportation Commissions can participate in the implementation process through programming of transportation funds. By making revisions to the New Source Review Rule, the South Coast Air Quality Management District can influence the location of proposed commercial and industrial projects in a way that enhances the objectives of job/housing balance and eases attainment of subregional targets."

[The City potentially could lose its ability to determine its destiny regarding location of commercial and industrial projects. If it is determined that commercial and/or industrial development should not occur in Anaheim due to the job-housing balance, Anaheim's economy could be affected?]

Assessment of Consistency with Targets (proposed evaluation criteria)

- o "Projects which should be exempt from the review and mitigation process are proposals for low-income housing, for senior citizen housing and proposals to add needed jobs in economically depressed areas."

[Projects in the City of Anaheim may or may not be exempt as criteria for low-income housing is not identified. Also, projects of this nature typically require mitigation measures to protect the health, safety and general welfare of the City depending on the location and magnitude.]

- o "Projects which the local jurisdiction wishes to approve, but which exceed local targets and contribute to job/housing imbalance at the subregional level could require conditional permits until mitigation measures that bring the subregional job/housing balance within the targeted ratio are met."

[It is not clear whether SCAG currently views Anaheim as a targeted area of job/housing imbalance or not. If Anaheim is designated a targeted area of job/housing imbalance, who will direct or advise such stated actions or implementation measures and where will funding come from? Further, how much additional time will requested approvals take? Who will review for Plan consistency? Will the City be able to respond to comments and/or what role will the City play in the decision-making process?]

- o "Housing projects in job-rich subregions and job development projects in housing-rich subregions should not be subject to review and conditional permitting as long as they contribute to further balancing at the subregional level. Such projects should be encouraged and granted additional incentives."

[It is unclear whether SCAG currently views Anaheim as job-rich or job-poor. If projects in these areas are not subject to review and/or conditional permitting, how will infrastructure be determined and accommodated, and further, funded?]

Local Government Implementation Measures

- o "For proposals that worsen the job/housing balance in a subregion, require mitigation measures to be borne by the project."

[What type of mitigation measures? Should a balanced community be penalized for imbalances in the remainder of the subregion?]

- o "Establish regional and local priorities for building the infrastructure needed to support job/housing balance."

[This measure may require inter-agency coordination which could be sensitive and difficult to accomplish and enforce from a practical standpoint. Who will determine the priorities and on what criteria will they be based?]

- o "Target basic industries. This is a tool which can be used by job-poor localities to identify growing industries and attract them by providing the proper incentives, such as tailoring their economic activities to the industries' requirements."

[Will industries in Anaheim be tempted to relocate, and if so, how would that affect the current economic balance of the City?]

- o "Encourage housing development in job-rich subregions in accordance with allocations in the regional housing needs assessment by providing developers with additional incentives."

[What type of incentives?]

- o "Reduce housing construction limitations in job-rich areas."

[What type of housing reduction measures are suggested? This measure could impact the quality of housing built.]

- o "Link the transportation demand management measures to the job/housing balance measures."

[What is envisioned with this policy?]

6. How were the models derived and what data from what sources were used? The documentation does not clearly indicate. What assumptions were used? A listing should be provided.

OVERVIEW/SUMMARY

As indicated in previous comments, this Plan should include identification of more specific information with respect to the City of Anaheim regarding the potential impact upon our current policy direction toward economic development, business growth, land use opportunities, building activity, housing and employment opportunities, impacts upon the population growth and the Zoning Code and current goals of the General Plan. It is unclear what control or discretion the City of Anaheim will have in directing the future destiny of development in the City. It is also unclear which implementation measures would affect Anaheim dependent upon the City being classified as either job-rich or job-poor and housing-rich or housing-poor. The Plan should identify SCAG's perspective regarding these classifications. Other questions such as why a balanced community should be penalized for imbalances in the remainder of the subregion need to be addressed? It is recognized that the City should cooperate in the regional setting to address regional issues. However, development in Anaheim could be directly impacted upon this Plan's implementation.

Implementation measures suggest the General Plan and possibly the Zoning Code be amended to accommodate measures identified in the Plan. Further, the development approval process could be lengthened through implementation measures identified in this Plan. Revenues from Planning Department functions may decline while costs rise to implement proposed measures. Increased staffing levels could be necessary to implement the Plan.

The proposed Plan appears ambiguous, altruistic and contains a number of measures that could have adverse impacts upon local decision-making. It is not stated how many of the programs or infrastructure improvements will be accomplished or funded, or how this Plan could impact various funding sources to the City. Anaheim's balanced economy could be negatively affected through implementation of the Plan. Certain implementation measures could negatively impact the quality of housing built and associated pricing. Adjacent communities and cities in the region/subregion could be placed in conflict with one another due to implementation of this Plan.

DRAFT REGIONAL MOBILITY PLAN

In a cursory review by City staff, the following comments/issues have been raised regarding the Draft Regional Mobility Plan:

- o The Regional Mobility Plan states that transit usage will increase by 19% by the year 2010, however, it does not state how this will occur. To state that transit usage will be tripled without indicating the proposed strategies, marketing of those strategies, and the related funding is, to say the least, "a clouded point."

Ms. Kathy Jones Irish
November 17, 1988
Page Eight

- o Reference is made to demand management strategies and centers indicating alternative work schedules and telecommuting as a means of reducing home-to-work person trips. However, implementation procedure is not suggested or mentioned. These strategies will create up-front costs on the part of many businesses and their operating procedures. Again, economics and practicality do not seem to be considered in the Plan.
- o The recommended mitigation measures state that no regionally significant adverse impacts are expected, however, there are some impacts that are local in nature that do not require mitigation. Regardless, local adverse impacts will need mitigation. Since the Regional Mobility Plan DEIR is an environmental impact report, it seems as though mitigation measures should be recommended to remedy adverse impacts. To state that the adverse impacts are local after being created by a regional plan does not seem accurate - especially for freeway widening/construction projects.

In conclusion, on behalf of the City of Anaheim, I would like to strongly urge that SCAG seek a forum by which public and private entities may assist in revising the proposed plans to further develop and enhance regional planning issues in a coordinated, multi-jurisdictional, and all-encompassing fashion.

Again, thank you for the opportunity to review these plans.

Sincerely,



BOB D. SIMPSON
CITY MANAGER

BDS:KT:mlf

c: City Council
OC City Managers
OC Division, League of California Cities

1497W

RESOURCE MANAGEMENT AGENCY
county of ventura

Planning Division

Keith A. Turner
Manager

November 17, 1988

SCAG
Judie Hamerslough
600 S. Commonwealth Ave. Suite 1000
Los Angeles, CA 90005

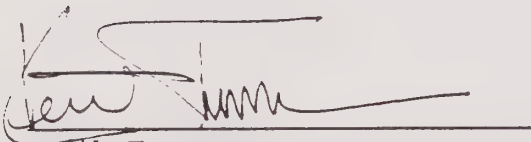
SUBJECT: Mobility Plan EIR

Dear Ms. Hamerslough:

Thank you for the opportunity to review the subject document. This report was circulated to interested County agencies for review. The response is attached.

If you have any questions, please contact Kim Hocking at (805) 654-2514 and he will direct you to the appropriate staff member.

Sincerely,


Keith Turner
Manager

Reference No. 88-134

Attachments

cc: APCD-MOUNT

COUNTY OF VENTURA
RESOURCE MANAGEMENT AGENCY
MEMORANDUM

TO: Kim Hocking, Planning DATE: November 16, 1988
FROM: *Chuck Thomas*
Bill Mount, APCD
SUBJECT: SCAG Mobility Plan EIR

Ventura County Air Pollution Control District (APCD) staff has reviewed the air quality section of the subject EIR and recommends the following information be considered for inclusion in the air quality section:

- 1) Ventura County frequently exceeds the federal ambient air quality standard for ozone. Simi Valley exceeded the federal ozone standard on 50 days in 1986 and 22 days in 1987. Other areas of the county, especially the inland areas such as the Ojai Valley, Piru and Thousand Oaks, also frequently exceed the federal ozone standard.
- 2) On July 1, 1987, the Environmental Protection Agency replaced the federal total suspended particulate standard with a standard for inhalable particulates (PM-10). Air quality monitoring data indicates that Ventura County is in attainment of the PM-10 standard.
- 3) Ventura County's air quality is affected by transport of pollutants from outside the county. Sources of this pollution have been identified as Los Angeles County, Santa Barbara County, and Outer Continental Shelf (OCS) oil production, exploration, and shipping activity.
- 4) The Ventura County Air Quality Management Plan was updated in July of 1988. It contains new and revised stationary, area, mobile and transportation control measures. It also contains population projections based on the most recently adopted official countywide population forecasts. Moreover, the Plan forecasts emissions through the year 2010. The emission forecasts were based on the most recent socioeconomic forecasts and proposed emission control tactics.
- 5) The 1982 Ventura County Air Quality Management Plan, the predecessor to the 1987 AQMP, predicted that Ventura County would not attain the federal ozone standard any time this century. However, the analyses done for the 1987 AQMP did not provide the information needed to predict a specific attainment date. While the 1987 AQMP does not specify an attainment date, the emission forecasts used in the 1987 AQMP

Kim Hocking
November 16, 1988
Page 2

decrease until about 1995 then increase thereafter. The emission increases are due almost entirely to population growth overshadowing emission reductions associated with the control tactics contained in the 1987 AQMP.

- 6) The Environmental Protection Agency recently disapproved the 1982 AQMP for failure to demonstrate attainment of the federal ozone standard by December 31, 1987. The disapproval was the result of a citizen lawsuit brought against EPA pursuant to Section 304 of the Clean Air Act. Consequently, EPA is expected to develop and implement a federal implementation plan (FIP) for Ventura County which will demonstrate attainment of the federal ozone standard by a specified date.

The 1982 and the 1987 Ventura County Air Quality Management Plans, and associated documents, are available from the APCD. If you wish to obtain any of these documents or have any questions, please contact Chuck Thomas of my staff at 805/654-2799.

SUMMARY NOTES OF COMMITTEE COMMENTS

ENERGY AND ENVIRONMENT COMMITTEE

OCTOBER 27, 1988

Comments on the Draft Regional Mobility Plan and EIR

1. Consideration should be given to depressing the freeways in order to minimize their environmental impacts.
2. Question encouragement of "scenic highways" and their development as an inducement to more trips and traffic.
3. Questioned the viability of constructing new facilities verses expanding existing older facilities. Perhaps we ought to consider expansion of existing older facilities instead of developing all these new facilities. Development of new facilities tends to work against jobs/housing balance and does not lead us away from use of the automobile. Detroit needs to hear the message that we need to change the image of the automobile from being a status symbol to becoming environmentally nonpolluting.
4. An interest in the ethnic mix and how ethnic composition might impact our plans. Different segments of the population respond differently to different strategies and we shouldn't treat the entire population as though they were homogeneous. What are the impacts of expanding Asian and Hispanic populations? The plan and DEIR should reference SCAG's ethnicity report.
5. Encouraging efforts to change the image and status of transit, making commuter trains more attractive for the general public.
6. Despite our efforts to arrive at a consensus viewpoint on these transportation strategies, the marketplace may have a totally different perspective. How do we steer the marketplace into environmental awareness which would influence the auto manufacturers into designing more environmentally sensitive vehicles?
7. The marketplace maybe waiting for legislation to force the issue, e.g. no cars sold in California that aren't electric or that don't get 50 miles to a gallon.
8. Support greater share of future resources directed toward high occupancy vehicle (HOV) facilities instead of spending too much on transit.

Comments on the Draft Growth Management Plan and EIR

1. Similar to the mobility plan, the growth plan should reference the SCAG ethnicity report and address how changing ethnicity impacts jobs and housing.
2. The Air Quality chapter of the GMP EIR uses the 1982 AQMP as criteria for assessing air quality. Since the 1982 plan was officially disapproved by EPA, it should not be considered in the analysis and the focus of the evaluation should be on the 1988 plan. This would insure internal consistency.
3. The data used in the Energy chapter of the GMP EIR is obsolete, a more recent 1987 State Energy Commission report should be used in updating this section.

PUBLIC HEARING

November 3, 1988

NOV 15 1988

SOUTHERN CALIFORNIA ASS'N
OF GOVERNMENTS

1. JOEL ROSEN - CITY OF FULLERTON

Mr. Rosen stated that he was not presenting all comments on the plans, but raise 2 questions. 1) The availability of documents and technical information on the AQMP. He expressed an interest in understanding the J/H balance and the numbers involved, this information was forwarded to him from SCAG staff. The information requested included a letter from SCAG's staff counsel. He questioned what the content of the letter implied which stated that the information included in the plan should not be duplicated. Does this mean the process is closed to other agencies or entities not affiliated with SCAG or is the process open.

President Griffin stated the process is opened. This has been explained to Mr. Rosen at other public comment session, and that if he had other concerns this should be discussed with staff. Colin Lennard, SCAG's Legal Counsel stated that the type of letter received by Mr. Rosen is a standard letter sent by any responsible staff counsel for a public agency. The information furnished to Mr. Rosen are work documents and the information contained in the work document are not under the public records act. SCAG in fact chose to release the work documents because the process is indeed opened.

Secondly, Mr. Rosen requested that the Executive Committee request for an extension from AQMD with regards to the AQMP.

Thirdly, he raised concerns with reference to achieving the goals of the Plans. He stated that the City of Fullerton agrees with some of the recommendations of the J/H Balance Committee of the Regional Advisory Council. Particularly with regards to managing the type of housing distribution vs. the types of jobs. Feels that this issue should be addressed by the Executive Committee. Issues regarding the input of the numbers with regards to origin and destination information. What does this mean? If calibration takes place, he would like to see the information. The technical staff of the city of Fullerton have to present recommendation to their City Council and he would like to understand just what is going on. Staff will be communicating with Mr. Rosen regarding his specifics.

2. MARSHA MEDNICK - LOS ANGELES COUNTY TRANSPORTATION COMMISSION

Ms. Mednick commended SCAG staff for their work and LACTC will continue to work with staff. She stated that comments presented today are preliminary and additional comments would be forwarded after the Commission's November meeting. The LACTC recognizes the significance of the RFP and it must have the support of the local governments, transportation agencies and the public. Written and technical information have been submitted to SCAG staff and they will providing additional detail.

Funding was the first issue addressed. Ms. Mednick stated that currently the unconstrained project listed in the draft plan will require funding far beyond current resources. There is a projected \$30 billion capital shortfall and a \$2.6 billion annual operating shortfall. The Commission is continually seeking additional sources of funding, but the ultimate decision to approve this funding is not left up to the Commission. Therefore, LACTC cannot commit to projects that are on the unconstrained lists. Particularly when they may become federal air quality mandated that require total local financing. Second, without increase funding it is highly questionable that there will be sufficient funds to operate and maintain our existing highway systems over the next 20 years. The amount needed to operate and maintain the highway system increases annually, and will utilize all of the monies available before the year 2010. The Commission also believes the Plan should more fully acknowledge the existing shortfalls that we have now for local street and road maintenance. In Los Angeles County alone this is currently the \$111 million dollar shortfall annually. Third, the RMP should recognize that substantial federal funding will be needed to construct the recommended system including the unconstrained portion.

The Plan now depend on the enhancement of additional state and local taxes and fees. This can provide some revenues, realistically it cannot fund the entire program. If it did for LA county projects this would mean increase comparable to tripling the existing sales tax (19%) or adding \$2 per gallon in gas tax. The Commission feels this is unrealistic. Fourth, some measures of the financial strategies of the Plan may not be feasible. It is important that the Plan identify funding strategies as options to be considered during implementation.

First as part of the region's transit services, the Plan calls for an extensive long-distant line hall transit network. This is composed principally of rail-lines such as those that are now being built between Long Beach and Los Angeles, Norwalk and El Segundo, and downtown Los Angeles. The Commission believe that relying on a massive line-hall system as included in the Draft RFP maybe inconsistent with job/housing balance. Line hall systems should be developed instrumentally as the demand wants. Often less expensive, express bus service could meet the initial demand and the service could later be moved to an exclusive ride of way. 2) The draft RFP does not provide evidence that the recommended commuter rail improvement would be feasible or cost effective. Outside of those actions recommended by the LOSSAN intercity rail study, the LACTC does not support specific rail improvements until their cost effectiveness and feasibility have been evaluated. Further, the RFP should comment on the need for cooperation of the privately owned railroads for implementation of the commuter-rail recommendations. 3) The RFP proposes that adoption of a system of regionally significant highways, including arterial state highways and freeways. This system anticipates changes in federal funding categories under the new authorization bill of 1991. However, the proposed system was made available through SCAG only 2 weeks ago. The Commission believes that a system can only be adopted and carefully review by local jurisdiction, Caltrans, and the transportation agencies. This is not possible within the timeframe of the planned adoption. The Commission will continue working with SCAG and others in the near future on the issue of the new reauthorization bill.

Finally the Plan should state that if conflicts occur in planning for the various modes, conflicts would be resolved by the county transportation commissions. This existing decision-making process should be used to set priorities of the project. Any comments or questions should be directed to Marcia Mednick or Jim Simms.

3. HEATHER IWAMURO - COMMUTER COMPUTER

Ms. Iwamuro stated that Commuter Computer is in support of the direction of the Regional Mobility Plan, but have some concerns.

The increase in transit use might be too drastic insight of the fact that the average vehicle *** is subject to increase from 1.12 to only 1.18. Ms. Iwamuro stated that a vision statement might be helpful in describing what the RMP would mean to the average commuter or local communities. Commuter Computer also has technical correction to offer to Plan, and will continue to work with staff on the Plan.

4. BRYAN ALLEN - CITIZEN

Mr. Allen present comments regarding the EIR for the Regional Mobility Plan, particularly on Growth reducing impacts pg. 127 - 131. States that this section is objectively inadequate. It regurgitates the summary of the GMP in relationship to the RMP. EQA guidelines require reason responses at the very least the RMP/EIR implies the implementation of the GMP is invincible and influenced by anything in the RMP -- that is fundamentally erroneous. EQA guidelines require analysis of all accumulative impacts -- that means multi-stage impacts and include the secondary impact and measures that is intended to be mitigative and the EIR must do so in this respect. Several regulatory measures in the RMP are travel inducing despite their opposite intent. And the travel induced will tend to reinforce existing trends in growth for simultaneous dispersing of housing and excess concentration of employment in the region. That is to say the J/H balance is exasperated thereby contravening the objective of the GMP. Modeling for the RMP has failed to show these traveling inducing impacts because it is a single stage model and because it fail to model consequent land-use impacts. SCAG does have a model recently installed which could be used document these impacts. Mr. Allen stated that he contend that the EIR will continue to be inadequate in documenting the growth and travel inducing impacts of the RMP without use of the model.

There are fundamentally 3 ways of restraining growth and travel demand. 1) restraint by congestion itself 2) restraint by regulation by rationing 3) restraint by pricing. There is various measures in the growth demand management section of the RMP which attempts to promote restraint by regulation by incentive. The demand management section also calls for pilot program for restraint by pricing. Mr. Allen states in his opinion only restraint by pricing will be effective consistent with political limitation upon people's choices.

Bryan Allen presented copies -- these copies will be distributed to the President and Executive Director of SCAG.

Public Hearing is still open for comments. It was not closed.

BEFORE THE
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

IN THE MATTER OF THE:)
)
DRAFT GROWTH MANAGEMENT PLAN)
DRAFT REGIONAL MOBILITY PLAN)
-AND-)
DRAFT AIR QUALITY MANAGEMENT PLAN)

TRANSCRIPT OF PROCEEDINGS

DATE AND TIME: FRIDAY, NOVEMBER 18, 1988, 1:10 P.M.

PLACE: 600 SOUTH COMMONWEALTH AVENUE
LOS ANGELES, CALIFORNIA

REPORTER: ERIC GILLIAM, CSR
CERTIFICATE NO. 3338

Harristers'
reporting service

1600 EAST FOURTH STREET, SUITE 220
SANTA ANA, CALIFORNIA 92701
TELEPHONE (714) 953-4447

APPEARANCES

DON GRIFFIN, PRESIDENT, SCAG
BUENA PARK CITY COUNCIL MEMBER

JUDY WRIGHT, CHAIR, SCAG TRANSPORTATION
AND COMMUNICATIONS COMMITTEE
MAYOR, CLAREMONT
HEARING OFFICER

ARCHIE SNOW, CHAIR, SCAG COMMUNITY,
ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE
REDONDO BEACH CITY COUNCIL MEMBER
HEARING OFFICER

ERIC GILLIAM, CSR 3338

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BILL WREN ONTARIO CHAMBER OF COMMERCE	
FRED J. FUJIOKA MINORITY COALITION FOR RESPONSIBLE GROWTH	
AUSTIN E. SULLIVAN CITY OF ONTARIO	
JOEL ROSEN CITY OF FULLERTON	
DORIS BRADSHAW PRIVATE CITIZEN	

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1 LOS ANGELES, CALIFORNIA, FRIDAY, OCTOBER 24, 1988

2 1:10 P.M.

3
4 PRESIDENT GRIFFIN: IF I COULD HAVE YOUR
5 ATTENTION, WE WILL GET THIS HEARING STARTED.

6 WE ARE DELIGHTED TO HAVE YOU HERE, AND I
7 KNOW THE INFORMATION AND DIALOGUE THAT WE RECEIVE TODAY
8 IS MOST IMPORTANT TO US IN DEALING WITH THE STRATEGIC
9 PLANS FOR THIS REGION.

10 I AM DON GRIFFIN, I AM COUNCILMAN IN -- FOR
11 BUENA PARK. ONE OF THE -- BUENA PARK'S ONE OF THE CITIES
12 IN ORANGE COUNTY. AND I AM ALSO THE PRESIDENT OF SCAG.

13 I WOULD LIKE TO INTRODUCE TO YOU THE TWO
14 OFFICIALS WHO WILL ACTUALLY CONDUCT THE HEARINGS.

15 TO MY FAR RIGHT, WE HAVE JUDY WRIGHT. JUDY
16 IS THE MAYOR FROM THE CITY OF CLAREMONT, AND SHE'S ALSO
17 THE CHAIR OF SCAG'S TCC, THE TRANSPORTATION AND
18 COMMUNICATIONS COMMITTEE.

19 TO MY IMMEDIATE RIGHT IS ARCHIE SNOW,
20 COUNCILMAN FROM THE CITY OF REDONDO BEACH, AND HE'S THE
21 CHAIRMAN OF SCAG'S COMMUNITY, ECONOMIC AND HUMAN
22 DEVELOPMENT COMMITTEE.

23 TOGETHER THEY WILL SERVE AS THE HEARING
24 OFFICERS FOR THE PUBLIC HEARING AND RECEIVE COMMENTS. I
25 AM GOING TO BE HERE WITH THEM AS WELL.

ERIC GILLIAM, CSR 3338



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Barristers'
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1 AND WE WILL RECEIVE COMMENTS RELATIVE TO
2 SCAG'S REGIONAL GROWTH AND MOBILITY PLANS, AS WELL AS THE
3 DRAFT EIR'S ON THE PLAN.

4 I WOULD LIKE TO JUST GIVE YOU A BRIEF BIT
5 OF INFORMATION, THAT SCAG WANTED TO PROVIDE THIS
6 OPPORTUNITY TO ALL CONCERNED INDIVIDUALS AND AGENCIES,
7 AND THEREFORE HAS SCHEDULED THIS HEARING IN ORDER TO
8 RECEIVE INPUT FROM THE REGION.

9 THROUGH THESE PUBLIC HEARINGS -- ALTHOUGH
10 THESE PUBLIC HEARINGS ARE NOT REQUIRED BY LAW, OR BY THE
11 STATE ENVIRONMENTAL LAW, IN THE INTERESTS OF THE
12 HEARINGS, WE WANTED TO HEAR FROM YOU DIRECTLY, HEAR YOUR
13 CONCERNS AND YOUR THOUGHTS AND IDEAS, AS WE ALL
14 PARTICIPATE IN THIS REGION TOGETHER.

15 AND THIS IS THE SECOND OF THREE PUBLIC
16 HEARINGS WHICH HAVE BEEN SCHEDULED BY SCAG TO HEAR YOUR
17 THOUGHTS REGARDING THE SPECIFIC ISSUES.

18 THE FIRST HEARING THAT WE HAD WAS ON
19 NOVEMBER THE 3RD, AND THE NEXT ONE THAT WE WILL HAVE WILL
20 BE ON DECEMBER THE 15TH. E.

21 SO AT THIS TIME I WOULD LIKE TO TURN THE
22 MEETING OVER TO JUDY WRIGHT.

23 JUDY.

24 HEARING OFFICER WRIGHT: THANK YOU.

25 I'D LIKE TO WELCOME YOU HERE TODAY, AND



ERIC GILLIAM, CSR 3338

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619-455-1997

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reporting service

1 ARCHIE AND I WILL BOTH GIVE A LITTLE INTRODUCTION, AND
2 THEN WE WILL GO INTO YOUR REMARKS.

3 THE MAIN PURPOSE OF TODAY'S HEARING IS TO
4 RECEIVE COMMENTS. THERE WILL NOT BE A DISCUSSION OF THE
5 PLANS TODAY, AND WE WILL NOT ANSWER QUESTIONS UNLESS IT'S
6 FOR CLARIFICATION. THEREFORE, WE WOULD LIKE YOU TO
7 MINIMIZE YOUR QUESTIONS, ALTHOUGH THEY CERTAINLY COULD BE
8 CONTAINED IN YOUR TESTIMONY, BUT THEY WILL NOT BE
9 ANSWERED TODAY.

10 IF YOU WOULD PLEASE CONSOLIDATE YOUR
11 REMARKS -- AND I WILL GIVE THE TIME LIMITS IN A LITTLE
12 WHILE -- THIS WILL INSURE THAT EVERYONE IN THE ROOM HAS
13 AN OPPORTUNITY TO PRESENT THEIR TESTIMONY.

14 WE ARE WILLING TO BE HERE AS LONG AS
15 POSSIBLE, ALTHOUGH WE HOPE NO LONGER THAN 5:00, BUT THE
16 HEARING WILL END WHEN EVERYONE HAS HAD A CHANCE TO
17 TESTIFY.

18 THE PRIMARY RESPONSIBILITIES OF ARCHIE SNOW
19 AND MYSELF, THEREFORE, ARE TO RECEIVE ORAL AND WRITTEN
20 TESTIMONY AND JUST TO ASK FOR CLARIFICATION IF WE DON'T
21 UNDERSTAND SOME OF THE THINGS THAT YOU ARE TELLING US.

22 ADDITIONALLY, SOME OF YOU MAY HAVE HEARD
23 THAT THERE IS GOING TO BE A SOCIOECONOMIC IMPACT ANALYSIS
24 DONE ON THE THREE PLANS. AND THAT STUDY WILL BE
25 RELEASED ON DECEMBER 1ST. IT IS NOT AVAILABLE TODAY, AND

ERIC GILLIAM, CSR 3338



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1 IF SOME OF YOU HAVE COMMENTS ON THE SOCIOECONOMIC IMPACTS
2 OF THESE PLANS, YOU MIGHT WISH TO WAIT AND TESTIFY ON THE
3 15TH AFTER YOU HAVE HAD A CHANCE TO READ THAT STUDY.

4 FOR THE RECORD, AND I HAVE A FILE FOLDER
5 HERE, THIS HEARING HAS BEEN ADVERTISED THROUGH LEGAL
6 NOTICE AND ALL OF THE NOTICES ARE CONTAINED HERE, IN
7 MAJOR DAILY NEWSPAPERS IN SIX COUNTIES, THROUGH PRESS
8 RELEASES SENT TO OVER 700 NEWSPAPERS, AND THROUGH NEWS
9 LETTERS AND FLIERS TO OVER 500 AGENCIES AND INDIVIDUALS.

10 I WOULD NOW LIKE TO TELL YOU THE GUIDELINES FOR
11 SPEAKING DURING THE PUBLIC HEARING.

12 ALL OF YOU WHO WISH TO SPEAK SHOULD FILL
13 OUT ONE OF THESE YELLOW CARDS -- THEY ARE LOCATED OVER ON
14 THE TABLE -- AND WE ARE KEEPING THEM IN ORDER, SO WE WILL
15 CALL ON YOU IN THE ORDER THAT YOU FILLED THEM OUT.

16 IT GIVES YOU A PLACE TO PUT YOUR NAME,
17 AFFILIATION, ADDRESS AND TELEPHONE NUMBER, SO THAT IF YOU
18 WISH YOU CAN RECEIVE COMMENTS FROM SCAG ON THESE
19 HEARINGS.

20 TEN MINUTES WILL BE ALLOTTED TO EACH PERSON
21 REPRESENTING AN ORGANIZATION OR GROUP, FIVE MINUTES WILL
22 BE ALLOTTED TO INDIVIDUALS REPRESENTING THEMSELVES.

23 QUESTIONS FROM THE AUDIENCE TO THE SPEAKERS
24 PRESENTING TESTIMONY WILL NOT BE PERMITTED. YOU SHOULD
25 BE ADDRESSING THE HEARING OFFICERS.

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1 SUBMISSION OF WRITTEN TESTIMONY IS
2 ENCOURAGED. YOU CAN SUBMIT A LOT LONGER TESTIMONY TO US
3 IN WRITING AND SUMMARIZE THE TESTIMONY IN THE FIVE OR TEN
4 MINUTES. THEY SHOULD BE DISTRIBUTED TO THE HEARING
5 OFFICERS, STAFF RECORDER, AND THEN TO THE AUDIENCE IF
6 ENOUGH COPIES ARE AVAILABLE. THE WRITTEN STATEMENTS WILL
7 BE SUBMITTED INTO THE RECORD.

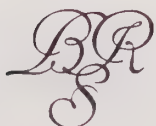
8 ELECTED OFFICIALS WILL BE INVITED TO SPEAK
9 FIRST, THEN SPOKESPERSONS FOR AGENCIES AND ORGANIZATIONS.
10 AND THEN INDIVIDUALS IN THE ORDER OF THEIR SIGN UP.

11 WHEN YOU COME UP TO THE PODIUM HERE, IF YOU
12 WOULD GIVE YOUR NAME AND ADDRESS AND ANY AFFILIATION THAT
13 YOU HAVE WITH AN ORGANIZATION OR AGENCY, OR IF YOU ARE
14 SPEAKING FOR YOURSELF, THAT WOULD HELP US TO KEEP TRACK
15 OF THE RECORD TODAY.

16 ORAL TESTIMONY FOR THIS PUBLIC HEARING WILL
17 BE TAPE RECORDED, AS WELL AS TRANSCRIBED BY A COURT
18 REPORTER. PERSONS INTERESTED IN HEARING THE TAPE
19 RECORDING SHOULD MAKE THEIR REQUEST TO SCAG STAFF,
20 DELAINE WINKLER -- I DON'T KNOW WHETHER DELAINE IS
21 HERE -- SHE JUST RAISED HER HAND -- AND YOU CAN CALL THE
22 SCAG NUMBER TO MAKE THAT REQUEST, WHICH IS 385-1000.

23 I WILL NOW TURN THE TIME OVER TO ARCHIE
24 SNOW.

25 HEARING OFFICER SNOW: THANK YOU.



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1 WE HAVE SOME PLAN DOCUMENTS FOR YOUR
2 PERUSAL.

3 THE SOUTHERN CALIFORNIA ASSOCIATION OF
4 GOVERNMENTS, A REGIONAL PLANNING AGENCY THAT REPRESENTS
5 SIX COUNTIES AND MORE THAN A HUNDRED FIFTY CITIES, WILL
6 SOON ADOPT MAJOR PLANS TO GUIDE THE REGION'S FUTURE.
7 THESE PLANS AIM AT CLEANING THE AIR WE BREATHE,
8 MINIMIZING TRAFFIC CONGESTION AND MANAGING THE VAST
9 GROWTH EXPECTED IN SOUTHERN CALIFORNIA.

10 THESE PLANS ARE ALL INTERRELATED. WE
11 CANNOT IMPROVE OUR AIR UNLESS WE DO SOMETHING ABOUT
12 TRAFFIC, SINCE MOST OF OUR AIR POLLUTION COMES FROM
13 AUTOMOBILES AND TRUCKS. BUT WE CANNOT SOLVE OUR TRAFFIC
14 PROBLEMS WITHOUT BRINGING OUR JOBS AND OUR HOUSING CLOSER
15 TOGETHER, SINCE MUCH OF THE TRAFFIC PROBLEM COMES FROM
16 PEOPLE DRIVING A LONG DISTANCE TO GET TO WORK AND HOME
17 AGAIN.

18 THE PLANS HAVE IMPORTANT EFFECTS ON EACH
19 OTHER AND ALSO ON SOCIETY AS A WHOLE, ON THE WAY WE LIVE,
20 WHERE WE LIVE AND OUR JOBS.

21 THE REGIONAL GROWTH MANAGEMENT PLAN, GMP,
22 AS WE REFER TO IT, REPRESENTS A POPULATION, HOUSING AND
23 JOB FORECAST FOR THE YEAR 2010. A KEY CHOICE INVOLVES
24 DISTRIBUTING THE GROWTH SO THAT JOBS AND HOUSING ARE
25 NEARER EACH OTHER.

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1 THE PLAN ASSUMES THAT UNCOORDINATED LOCAL
2 GROWTH MANAGEMENT AND CONTROL EFFORTS WOULD CAUSE AN
3 UNPRODUCTIVE REDISTRIBUTION OF REGIONAL TOTALS.

4 THE GMP DISTRIBUTION OF NEW GROWTH IS
5 DESIGNED TO ACHIEVE BETTER JOB-HOUSING BALANCE IN THE
6 REGION IN ORDER TO IMPROVE MOBILITY AND AIR QUALITY.
7 ONLY A SMALL PERCENTAGE OF NEW HOUSING, 4.2 PERCENT, AND
8 NEW JOBS, 9.5 PERCENT, WOULD BE IMPACTED.

9 THE REGIONAL MOBILITY PLAN AIMS AT
10 RESTORING THE LEVEL OF MOBILITY TO WHAT WE HAD BACK IN
11 1984.

12 WHILE THE COST TO BUILD NEW FACILITIES IS
13 \$56 BILLION, THE PLAN EMPHASIZES DEMAND MANAGEMENT
14 MEASURES SUCH AS RIDESHARING, BETTER USE OF TRANSIT,
15 ALTERNATIVE WORK HOURS AND REDUCED VEHICLE TRANSIT AND
16 VEHICLE MILES TRAVELED. THE MIX OF MEASURES WE USE TO
17 REACH OUR MOBILITY GOALS WILL AFFECT OUR AIR QUALITY
18 FUTURE.

19 FOUR SEPARATE STRATEGIES THAT COULD SOLVE
20 THE PROBLEM WERE CAREFULLY EXAMINED BY SCAG'S EXECUTIVE
21 COMMITTEE OF LOCALLY ELECTED OFFICIALS.

22 THE FIRST WAS A MAJOR PROGRAM FOR BUILDING
23 NEW TRANSPORTATION FACILITIES; THE SECOND SHOWED A HEAVY
24 EMPHASIS ON DEMAND MANAGEMENT; THE THIRD WAS BUILT AROUND
25 AN INTENSE PROGRAM OF SYSTEM MANAGEMENT; THE FOURTH

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1 EMPHASIZED A BALANCE OF JOBS AND HOUSING WITHIN
2 SUBREGIONS TO SHORTEN COMMUTES.

3 THE EXECUTIVE COMMITTEE CONCLUDED THAT THE
4 BEST APPROACH WOULD COMBINE ALL OF THESE COMPONENTS. THE
5 DEGREE TO WHICH EACH OF THESE ELEMENTS IS SUCCESSFUL WILL
6 BOTH DEPEND ON AND DETERMINE WHAT IS REQUIRED FROM THE
7 OTHERS.

8 AN OVERALL PLAN IS ESSENTIAL. ONLY BY
9 FOLLOWING A COMPREHENSIVE STRATEGY, ONE THAT SHARES THE
10 COSTS AND BENEFITS OF THE SOLUTION EQUITABLY, CAN A
11 REGION RETAIN OR IMPROVE ITS MOBILITY.

12 THAT CONCLUDES OUR INTRODUCTION, AND NOW
13 IT'S TIME TO HEAR FROM YOU.

14 AND JUDY WRIGHT HERE IS THE CHIEF HEARING
15 OFFICER. SO IF YOU WILL ADDRESS YOUR QUESTIONS TO HER,
16 WHY, WE WILL APPRECIATE IT.

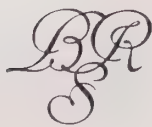
17 HEARING OFFICER WRIGHT: THANK YOU.

18 I DON'T HAVE ANY CARDS -- YELLOW CARDS FROM
19 ELECTED OFFICIALS AS YET. ARE THERE ANY ELECTED
20 OFFICIALS IN THE ROOM?

21 SEEING NO ONE, THEN WE WILL GO ON TO THE
22 ORGANIZATIONS.

23 IF SOMEONE HAS COME IN SINCE WE GAVE
24 THE RULES OF THE HEARING, YOU SHOULD FILL OUT ONE OF
25 THESE YELLOW CARDS IF YOU WISH TO SPEAK, AND THEY ARE

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1 AVAILABLE ON THE TABLE OVER THERE.

2 WE WILL TAKE ORGANIZATIONS FIRST AND THEN
3 INDIVIDUALS. ORGANIZATIONS HAVE TEN MINUTES. I DON'T
4 HAVE A STOPWATCH, BUT WE ARE GOING TO KEEP PRETTY CLOSE
5 TIME.

6 AND THE FIRST PERSON WHOSE CARD I HAVE IS
7 BILL GAYLC FROM ORANGE COUNTY.

8 MR. GAYLC: WELL, I HAVE A STOPWATCH, BUT I
9 DON'T NEED TEN MINUTES.

10 LET'S SEE, I GUESS I -- THIS IS ACTUALLY A
11 FORMAL LETTER TO --

12 HEARING OFFICER WRIGHT: COULD YOU GIVE YOUR
13 NAME, ADDRESS AND WHERE YOU ARE FROM.

14 MR. GAYLC: YES. OKAY.

15 I AM BILL GAYLC, I WORK WITH THE COUNTY OF
16 ORANGE, AND I AM -- THE OFFICIAL TITLE IS COUNTY
17 DEMOGRAPHER.

18 I WANTED TO ADDRESS THE GROWTH MANAGEMENT
19 PLAN, AND I DO HAVE A WRITTEN DOCUMENT WHICH I GUESS I
20 COULD GIVE TO --

21 HEARING OFFICER WRIGHT: NOT ENOUGH FOR ALL OF
22 US, BUT ENOUGH TO GIVE TO THE SECRETARY.

23 MR. GAYLC: NO, I DON'T. I'M SORRY.

24 HEARING OFFICER WRIGHT: THAT'S FINE. THANK
25 YOU.

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1 MR. GAYLC: IT'S SOMEWHAT THICK.

2 I JUST WANT TO GO OVER ESSENTIALLY THE
3 LETTER THAT WE PREPARED AND ADDRESS A COUPLE POINTS.

4 THE FIRST POINT IS THAT WE WANT TO RESUBMIT
5 AGAIN SUPERVISOR WEIDER'S LETTER THAT SHE PROVIDED TO DON
6 GRIFFIN REGARDING -- IS THIS GETTING FEEDBACK?

7 WE WANT TO RESUBMIT THAT LETTER AS WELL AS
8 THE BOARD MINUTE ORDER WHICH TRANSMITS WHAT ARE CALLED
9 ORANGE COUNTY PROJECTIONS, 1998, AS THE COUNTY'S OFFICIAL
10 INPUT INTO THE SCAG PROCESS.

11 SO WE WOULD LIKE TO SEE THAT THOSE NUMBERS
12 ARE INCORPORATED IN THE GROWTH MANAGEMENT PLAN AS THE
13 COUNTY'S -- AS THE COUNTY'S PORTION OF THE GROWTH
14 MANAGEMENT PLAN.

15 TWO OTHER BROADER POINTS WE WOULD LIKE
16 TO -- JUST TO HAVE ON PUBLIC RECORD TODAY IS THAT, FIRST
17 OF ALL, THE COUNTY SUPPORTS THE USE OF THE GMA LOW, WHICH
18 IS CONSISTENT WITH A -- THE COUNTY'S CONSISTENT SUPPORT
19 OF THE USE OF THE STATE DEPARTMENT OF FINANCE PROJECTIONS
20 IN THE PLAN.

21 JUST A COUPLE OF THE REASONS WHY WE DO SO
22 IS THAT FIRST WE FEEL IT WILL INSURE CONSISTENT PLANNING,
23 NOT ONLY THROUGHOUT THE REGION, BUT ALSO THROUGHOUT THE
24 STATE, BECAUSE I THINK A LOT OF WHAT WE ARE TALKING ABOUT
25 OR WHAT WE HAVE BEEN TALKING ABOUT FOR THIS WHOLE

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1 PLANNING PROCESS, IT'S NOT ONLY LOCAL GOVERNMENTS, IT'S
2 NOT ONLY THE REGION, BUT ALSO IT ENTAILS A LOT OF STATE
3 INVOLVEMENT.

4 AND I THINK A CASE IN POINT COULD BE
5 CALTRANS, WHICH IS THAT USING THE STATE DEPARTMENT OF
6 FINANCE NUMBERS. AND HERE THEY ARE INVOLVED IN
7 TRANSPORTATION PLANNING, AND YOU HAVE A SERIES OF
8 TRANSPORTATION PLANNING ACTIVITIES WHICH COULD BE
9 INCONSISTENT.

10 WE ALSO FEEL THAT THE STATE DEPARTMENT OF
11 FINANCE TRACK RECORD HAS BEEN REASONABLY -- IT'S BEEN
12 REASONABLY GOOD, BASED ON RESULTS FROM THE '80 CENSUS; OF
13 COURSE, WE WILL HAVE TO WAIT FOR THE '90 CENSUS TO SEE
14 HOW THINGS GO INTO THE FUTURE.

15 BUT ALSO WE WOULD STRONGLY SUPPORT AND WE
16 WOULD LIKE -- WE WERE -- THERE IS A PROCESS IN THE STATE
17 FOR INSURING THAT THERE IS STANDARDIZATION OF THE
18 PROJECTIONS OF -- YOU KNOW, THROUGHOUT THE STATE
19 INVOLVING THE COUNTIES AS WELL AS THE COUNCIL OF
20 GOVERNMENTS.

21 WE FELT THAT THAT PROCESS SHOULD HAVE
22 BEEN -- THERE SHOULD HAVE BEEN PARTICIPATION IN THE
23 PROCESS BY SCAG TO INSURE THAT THERE IS CONSISTENCY
24 BETWEEN THE STATE AND SCAG NUMBERS, WHICH WE FEEL THAT
25 THERE WASN'T THAT LEVEL OF PARTICIPATION.

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1 WE ALSO HAVE CONCERN WITH THE ADOPTION
2 SEQUENCE, IN THAT THE AIR QUALITY MANAGEMENT PLAN
3 ALREADY, AS WELL AS THE REGIONAL HOUSING ALLOCATION
4 MODEL, DOES HAVE THE -- ARE IN EFFECT PLANS THAT ARE --
5 HAVE -- WELL, THE REGIONAL HOUSING ALLOCATION MODEL HAS
6 ALREADY BEEN -- REGIONAL HOUSING NEEDS ASSESSMENT HAS IN
7 EFFECT BEEN ADOPTED, WHICH THEN IN ESSENCE REALLY
8 PREDETERMINES THE DECISION, RATHER THAN ACTUALLY HAVING
9 WHAT WE FEEL IS A REAL MEANINGFUL DEBATE.

10 THE LAST AREA THAT OUR COMMENTS APPLY TO IS
11 IN THE JOB-HOUSING BALANCE.

12 ACCORDING TO THE PREFERRED -- OR THE
13 PREFERRED ALTERNATIVE FROM THE STANDPOINT OF SCAG, WHICH
14 IS GMA FOUR, IS THAT ORANGE COUNTY IS DEPICTED AS A JOB-
15 RICH AND HOUSING-POOR AREA; HOWEVER, WHEN YOU ACTUALLY
16 LOOK AT EMPLOYMENT STATISTICS AND YOU LOOK AT THE NUMBER
17 OF WORKERS IN COMPARISON TO THE NUMBER OF JOBS, THAT
18 ACTUALLY THERE ARE MORE WORKERS IN ORANGE COUNTY THAN
19 THERE ARE JOBS. AND I THINK THAT'S -- THAT THAT'S
20 EVIDENT BY THE NUMBER OF PEOPLE JUST THAT COMMUTE OUT OF
21 ORANGE COUNTY INTO L.A. COUNTY, FOR EXAMPLE.

22 PART OF THE PROBLEM, WE FEEL, IS THAT THE
23 METHODOLOGY THAT'S BEEN USED TO DETERMINE JOB-HOUSING
24 BALANCE IS INSENSITIVE TO THE -- TO DIFFERENTIALS IN
25 LABOR FORCE PARTICIPATION.

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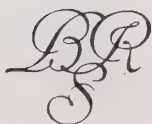
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1 THE COUNTY HAS -- IN JUST LOOKING AT THE
2 REGION AS A WHOLE, WE ACTUALLY HAVE -- JUST LOOKING AT
3 THE AVERAGE NUMBER OF WORKERS PER HOUSEHOLD, WE ACTUALLY
4 HAVE MORE THAN ONE IN A -- ONE AND A HALF WORKERS PER
5 HOUSEHOLD, WHERE IN THE REGION AS A WHOLE IT'S ABOUT ONE
6 AND A THIRD WORKERS PER HOUSEHOLD. SO FOR EACH -- FOR
7 EACH HOUSING UNIT THERE ARE MORE WORKERS.

8 AND BY APPLYING THE JOB-HOUSING BALANCE AS
9 IT IS NOW APPLIED, WE WOULD ACTUALLY WORSEN A PROBLEM OF
10 PEOPLE COMMUTING OUT OF THE COUNTY BECAUSE WE ACTUALLY
11 NEED MORE JOBS, AND -- INSTEAD OF TAKING -- OR REDUCING
12 FUTURE JOBS AND ADDING A FEW MORE HOUSES WOULD ACTUALLY
13 WORSEN THE PROBLEM.

14 SO THEN THE FINAL -- UNDER JOB-HOUSING
15 BALANCE IS THAT WE -- WHERE WE HAVE A CONCERN IS THAT A
16 POLICY THAT ENCOURAGES THE MOVEMENT OUT OF -- OR THE
17 MOVEMENT OF JOBS OUT OF THE COUNTY MAY IN FACT BE IN
18 CONFLICT WITH THE COUNTY'S BALANCED COMMUNITY POLICY.
19 ESSENTIALLY THAT POLICY REQUIRES SEVERAL -- SEVERAL
20 PLANNED COMMUNITIES TO PROVIDE A MINIMUM -- AT LEAST A
21 NUMBER OF JOBS EQUAL TO -- AT LEAST EQUAL TO THE NUMBER
22 OF DWELLING UNITS.

23 SO IF IN FACT WE ARE ENCOURAGING JOBS TO --
24 TO MOVE OUT OF THE COUNTY, IT'S OUR CONCERN THAT IN
25 THESE -- SOME OF THE JOB-POOR AREAS OF THE COUNTY, SUCH

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1 AS SOUTH ORANGE COUNTY, WHERE WE HAVE THESE POLICIES,
2 THAT IN FACT WE WOULD NOT BE MITIGATING A -- YOU KNOW,
3 THAT IMBALANCE THAT WE HAVE IN THE COUNTY.

4 SO IF THERE'S ANY QUESTIONS, I WOULD
5 CERTAINLY BE GLAD TO ANSWER THEM AT THIS POINT.

6 HEARING OFFICER WRIGHT: THANK YOU VERY MUCH.

7 MR. GAYLC: THANK YOU.

8 HEARING OFFICER WRIGHT: THE NEXT PERSON I HAVE
9 A CARD FOR IS MARGO KOSS FROM THE SIERRA CLUB.

10 MS. KOSS: I'M ACTUALLY HERE MORE AS THE VICE
11 CHAIR OF THE REGIONAL ADVISORY COUNCIL.

12 MY NAME IS MARGO KOSS, 4225 VIA ARBOLADO,
13 LOS ANGELES, CALIFORNIA.

14 THE REGIONAL ADVISORY COUNCIL SUPPORTS THE
15 IDEA OF SUBREGIONAL PLANNING GROUPS AS A MEANS OF
16 IMPLEMENTING THE GROWTH MANAGEMENT AND OTHER REGIONAL
17 PLANS IN SOUTHERN CALIFORNIA.

18 THE COUNCIL URGES THAT SCAG SUPPORT THE
19 FORMATION AND OPERATION OF A NUMBER OF SUBREGIONAL
20 INTEGRATED PLANNING GROUPS WITHIN SOUTHERN CALIFORNIA,
21 CONSISTING OF CITY AND COUNTY GOVERNMENTS, SPECIAL
22 DISTRICTS, REDEVELOPMENT AGENCIES AND OTHER STAKE
23 HOLDERS, SUCH AS NEIGHBORHOOD ASSOCIATIONS, BUILDERS
24 GROUPS AND ENVIRONMENTAL GROUPS FROM WITHIN EACH
25 SUBREGION.

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1 THESE GROUPS SHOULD BE FORMED AROUND
2 EXISTING GROUPS WHENEVER POSSIBLE. FOR EXAMPLE,
3 SUBREGIONAL COUNCILS OF GOVERNMENT THAT NOW EXIST.

4 SUBREGIONAL BOUNDARIES SHOULD BE REDEFINED
5 WHERE NECESSARY TO OBTAIN THE BEST POSSIBLE FIT WITH
6 EXISTING ORGANIZATIONAL, SOCIAL AND GEOGRAPHIC PATTERNS.

7 WE SUPPORT SUCH SUBREGIONAL GROUPS BECAUSE
8 LOCAL GOVERNMENTS, ACTING SEPARATELY, CANNOT ADEQUATELY
9 SOLVE PROBLEMS THAT CROSS LOCAL BOUNDARIES, BUT THE
10 ENTIRE SOUTHERN CALIFORNIA REGION IS TOO LARGE TO PERMIT
11 FOR THE REGION AS A WHOLE THE KIND OF FACE-TO-FACE
12 INCLUSIVE, INTENSIVE AND COLLABORATIVE PLANNING AND
13 PROBLEM SOLVING THAT IS NEEDED.

14 SUBREGIONAL GROUPS, IN ADDITION TO WORKING
15 ON PROBLEMS IN THEIR SUBREGIONS, SHOULD ALSO PARTICIPATE
16 IN REGIONWIDE PLANNING PROGRAMS, INCLUDING SCAG'S, SO AS
17 TO INTEGRATE SUBREGIONAL GOALS AND PLANS INTO A COHERENT,
18 WORKABLE, REGIONAL COMPREHENSIVE PLAN.

19 FUNDING FOR THE SUBREGIONAL PLANNING
20 PROCESS SHOULD COME FROM FEDERAL, STATE AND LOCAL
21 AGENCIES THAT HAVE RESPONSIBILITY CURRENTLY FOR
22 IMPLEMENTATION OF THE MAJOR REGIONAL PLANS: AIR QUALITY,
23 HOUSING, AND COMMUNITY DEVELOPMENT AND TRANSPORTATION
24 AGENCIES.

25 EXISTING REGIONAL ORGANIZATIONS, SUCH AS

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1 SCAG, SHOULD BE FUNDED TO PROVIDE SUPPORT FOR SUBREGIONAL
2 PLANNING IN THOSE SUBREGIONS WHERE SUCH SUPPORT IS
3 DESIRED AND NEEDED.

4 SUPPORT COULD TAKE THE FORM OF PROVIDING
5 MODELS FOR A SUBREGIONAL PLANNING PROCESS, FACILITATING
6 INITIAL FORMATION OF GROUPS, PROVIDING SUBREGIONAL DATA
7 FROM REGIONAL DATA BASES AND PROVIDING TECHNICAL SERVICES
8 IN DATA COLLECTION AND ANALYSIS.

9 THANK YOU.

10 HEARING OFFICER WRIGHT: THANK YOU. AND FOR
11 KEEPING IT SO SHORT. TOO.

12 THE NEXT PERSON TO SPEAK IS KEN BAUER, WHO
13 IS PRESIDENT OF THE FOXMOOR HOMEOWNERS ASSOCIATION IN
14 THOUSAND OAKS.

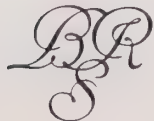
15 MR. BAUER: I DID BRING COPIES, IF THAT WOULD
16 HELP.

17 MY NAME IS KEN BAUER, AND I LIVE AT 1658
18 MARGATE PLACE IN THOUSAND OAKS.

19 AT THE PRESENT TIME I AM THE PRESIDENT OF
20 THE FOXMOOR HOMEOWNERS ASSOCIATION OF 252 HOMES, A BOARD
21 MEMBER OF THE WESTLAKE VILLAGE JOINT BOARD AND
22 ASSOCIATION OF 39 VARIOUS HOMEOWNERS ASSOCIATIONS IN OUR
23 AREA, AND A MEMBER OF THE THOUSAND OAKS GENERAL PLAN
24 REVIEW COMMITTEE, CIRCULATION AND OPEN SPACE COMMITTEE,
25 AND A CITIZENS ADVISORY COMMITTEE FOR REDEVELOPMENT AREA

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1 IN THE AREA OF THOUSAND OAKS.

2 MY CONCERNS FOCUS ON OUR FINITE SUPPLY OF
3 NATURAL RESOURCES, OF WATER, AIR, UTILIZATION OF LAND,
4 EDUCATIONAL NEEDS, AND THE ALLEVIATION OF OUR INTOLERABLE
5 ROADWAY TRAFFIC AND CONJESTION.

6 I AGREE WITH MANY OF THE CONCLUSIONS
7 OUTLINED IN YOUR OVERVIEW DOCUMENT.

8 I ESPECIALLY AGREE WITH YOUR CONCLUSION
9 THAT THERE IS A DEFINITE INTERRELATIONSHIP BETWEEN ALL OF
10 THE PROBLEMS AND CHALLENGES FACING ALL OF US IN SOUTHERN
11 CALIFORNIA, AS WELL AS BETWEEN THE VARIOUS REGIONS OF
12 SOUTHERN CALIFORNIA.

13 THE GROWTH PROJECTIONS FOR THE FUTURE, IF
14 EVEN CLOSE TO YOUR PROJECTIONS, WILL HAVE DEVASTATING
15 EFFECTS ON THIS REGION, IF NOT EFFECTIVELY PLANNED FOR
16 AND MANAGED FROM THIS POINT FORWARD.

17 IT IS MY OPINION THAT IT IS EXTREMELY
18 IMPORTANT THAT PRIORITY BE PLACED ON LAND USE PLANNING
19 AND DECISION MAKING AS WE PROGRESS TO THE YEAR 2000.

20 THE SCOPE AND NATURE OF THE CUMULATIVE
21 IMPACTS FROM INDIVIDUAL PROJECTS MUST BE GIVEN GREATER
22 CONSIDERATION THAN IN THE PAST. IN FAR TOO MANY
23 INSTANCES THE DECISION-MAKING BODIES SIMPLY LOOKED AT THE
24 SITES' SPECIFIC IMPACTS AND DID NOT PLAN FOR OR MITIGATE
25 THE CUMULATIVE IMPACTS. FUTURE DECISION MAKING MUST BE

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1 INFLUENCED BY THE INTERRELATED ASPECTS OF THE IMPACTS OF
2 LAND-USE DECISIONS.

3 I'D LIKE TO OFFER FIVE IDEAS FOR YOUR
4 CONSIDERATION AND INCLUSION INTO YOUR FINAL DOCUMENT.

5 FIRST: AN EMPHASIS ON EDUCATION LITERACY
6 MUST BECOME A PRIORITY GOAL.

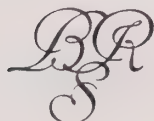
7 TO ACCOMPLISH THIS I WOULD SUGGEST THAT
8 FUTURE TEACHER SALARY ADJUSTMENTS AT A LEVEL ABOVE THE
9 RATE OF INFLATION SHOULD BE TIED TO A RISE IN THE
10 LITERACY LEVEL AND TEST SCORES ON A DISTRICT-BY-DISTRICT
11 BASIS. THE INCREASED COSTS WILL MORE THAN BE OFFSET BY
12 THE ADDITIONAL TAX REVENUE GENERATED BY THE NEW ENTRANTS'
13 WAGE-EARNING CAPACITY AS THEY ENTER THE WORK FORCE, AND
14 THEIR REDUCTION ON DEPENDENCE ON THE SAFETY NET OF SOCIAL
15 SERVICES PROVIDED.

16 NO. 2: SPECIFIC ATTENTION TO LAND USE
17 PLANNING AND THE DENSITY OF PROJECTS APPROVED IN THE
18 FUTURE MUST BE EMPHASIZED. THE OVER-INTENSIFICATION OF
19 PARCELS IS A PRIMARY CONTRIBUTING FACTOR TO ALL OF THE
20 ADVERSE IMPACTS WE ARE ATTEMPTING TO WORK OUT -- WORK OUR
21 WAY OUT FROM UNDER.

22 PLEASE KEEP IN MIND THAT NEITHER THE NOLAN
23 NOR THE FIRST ENGLISH SUPREME COURT RULINGS GUARANTEED A
24 PROPERTY OWNER TOTAL FREEDOM WITH RESPECT TO THE USE OF
25 HIS PROPERTY. THEY SIMPLY STATED THAT ONE COULD NOT BE

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1 DENIED ALL ECONOMIC USE. SUBSEQUENT COURT RULINGS HAVE
2 HELD THAT GOVERNING AGENCIES COULD REDUCE THE ZONING AND
3 RESULTING DENSITY BY AS MUCH AS 90 PERCENT WITHOUT BEING
4 IN VIOLATION OF THE LAW.

5 NO. 3, I WOULD LIKE TO ENCOURAGE THE
6 ADOPTION OF A TAX ON PARKING FACILITIES SERVING THE
7 CENTERS OF EMPLOYMENT. AN EXEMPTION OF 50 PERCENT WOULD
8 BE GRANTED TO VEHICLES WITH TWO RIDERS AND AN EXEMPTION
9 OF 100 PERCENT WOULD BE GRANTED TO VEHICLES WITH THREE OR
10 MORE RIDERS, THE REVENUE TO BE USED FOR THE ENCOURAGEMENT
11 AND SUBSIDY OF CAR, VAN POOLS AND BUS USE.

12 AT THE PRESENT TIME THE FEDERAL GOVERNMENT
13 HAS A PROVISION IN THE TAX CODE THAT STATES THAT ANY
14 SUBSIDY GRANTED BY A COMPANY TO EMPLOYEES GREATER THAN
15 \$15 A MONTH SHALL CAUSE THE ENTIRE AMOUNT TO BE INCLUDED
16 AS INCOME TO THAT EMPLOYEE. THIS IS IN REGARDS TO
17 TRANSPORTATION SUBSIDIES.

18 THE COLLECTIVE LOBBYING OF THIS GROUP WITH
19 THEIR CONGRESSIONAL REPRESENTATIVES TO INCREASE THIS
20 LIMIT TO FIFTY OR A HUNDRED DOLLARS A MONTH WOULD ALLOW
21 COMPANIES TO INCREASE THE SUBSIDY AND THE EMPLOYEE NOT TO
22 BE PENALIZED. THE RESULT WOULD BE A MUCH HIGHER
23 UTILIZATION OF CAR, VAN POOLS AND BUSES WITHIN OUR AREA.

24 THE FIFTH AND FINAL AND THE MOST
25 SIGNIFICANT SUGGESTION I WOULD OFFER TO ALL OF YOU WOULD

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1 BE TO LINK ALL FUTURE NEW AND HIGHER DENSITY PROJECTS TO
2 THE LEVEL OF SERVICE LEVELS ON OUR MAJOR ARTERIALS
3 LEADING TO OUR FREEWAY NETWORK. REPLACEMENT PROJECTS OF
4 THE SAME OR LOWER DENSITY WOULD BE EXEMPTED AND NOT
5 IMPACTED BY THIS PROPOSAL.

6 THE SUGGESTION IS:

7 BETWEEN NOW AND THE YEAR 1990, ABANDON ALL
8 PROJECTS WHERE THE LEVEL OF SERVICE IS EQUAL TO "F" AND
9 GREATER THAN 100 PERCENT.

10 BETWEEN 1991 AND 2000, ABANDON ALL PROJECTS
11 WHERE THE LEVEL OF SERVICE IS GREATER THAN "F."

12 BETWEEN 2001 AND 2010, A BAN ON ALL
13 PROJECTS WHERE THE LEVEL OF SERVICE IS "E" OR "F."

14 AND THE YEAR 2011 BEYOND, A BAN ON PROJECTS
15 WHERE THE LEVEL OF SERVICE IS "D," "E" OR "F."

16 THIS TYPE OF PHASED APPROACH WILL ADDRESS
17 OUR MOST SERIOUS SITUATIONS FIRST, AND WILL CAUSE THE
18 DEVELOPMENT COMMUNITY TO WORK TOGETHER TO MITIGATE THE
19 IMPACTS OF FUTURE NEW AND HIGHER DENSITY PROJECTS.

20 I WOULD JUST LIKE TO LEAVE YOU WITH A
21 LITTLE STORY, SOME FOOD FOR THOUGHT, MAYBE.

22 I WANT TO THANK YOU FOR THE OPPORTUNITY TO
23 ADDRESS YOU.

24 AND JUST FOR A MINUTE I WOULD LIKE YOU TO
25 PICTURE YOURSELF RIDING ON A TRAIN ANYWHERE IN CALIFORNIA

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1 AT A FAIRLY HIGH RATE OF SPEED.

2 NOW, ONE OF THE MOST CRITICAL COMPONENTS OF
3 A SATISFACTORY OPERATION OF A RAIL SYSTEM IS THE
4 STRENGTH, STABILITY AND WELL BEING OF THE UNDERLYING
5 RAILROAD TIES THAT SUPPORT AND PROVIDE BASIC STRUCTURE
6 FOR THE RAIL SYSTEM TO FUNCTION.

7 NOW PICTURE THIS TRAIN BEING UTILIZED TO A
8 HIGHER AND HIGHER DEGREE BY MORE AND MORE RIDERS WITH NO
9 PROVISION FOR THE MAINTENANCE AND REPLACEMENT OF THE
10 RAILROAD TIES AS THEY DETERIORATE FROM USE OVER THE
11 YEARS.

12 WHAT HAPPENS? WELL, THE SYSTEM WORKS AND
13 WORKS VERY WELL FOR A LONG TIME, UNTIL ONE OR TWO OF THE
14 TIES SIMPLY CANNOT SUPPORT THE LOAD, BURDEN AND STRESS
15 CREATED. THE TRAIN THAT HAS FUNCTIONED SO SUCCESSFULLY
16 FOR SO MANY YEARS BECOMES DERAILED, AND A CALAMITY OF
17 TREMENDOUS MAGNITUDE RESULTS WITH ABSOLUTELY NO WARNING
18 BUT THAT EVERYONE WAS ABLE TOPREDICT. THE RAILROAD TIES
19 OF OUR LIFE JOURNEY ARE OUR AIR, WATER SUPPLY, THE SEWER
20 SYSTEMS AND SOLID LAND FILLS, OUR EDUCATIONAL PROCESS AND
21 LAST BUT NOT LEAST, OUR TRANSPORTATION SYSTEM.

22 WE HAVE AND WILL CONTINUE TO FUNCTION HERE
23 IN THE SOUTHERN CALIFORNIA AREA; HOWEVER, THE UNDERLYING
24 BASE IS BEING UTILIZED AND STRESSED BEYOND ANY CAPACITY
25 EVER ENVISIONED. IF ANY ONE, MUCH LESS MORE THAN ONE,

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1 COMPONENT OF OUR DELICATE ECOSYSTEM FAILS, OUR ENTIRE
2 SOCIETY WILL BE SEVERELY IMPACTED AND RESTRICTED. U.

3 OUR FUTURE AND OUR CHILDREN'S FUTURE ARE IN
4 YOUR HANDS, AND THE DECISIONS THAT ARE MADE AND SUGGESTED
5 BY THIS BODY WILL IMPACT AND MOLD OUR LIFESTYLE FAR INTO
6 THE NEXT CENTURY.

7 THANK YOU.

8 HEARING OFFICER WRIGHT: THANK YOU VERY MUCH.

9 BEFORE WE GO ON TO THE NEXT SPEAKER, I
10 WOULD LIKE TO SAY FOR THOSE OF YOU WHO HAVE COME IN SINCE
11 WE ANNOUNCED LAST, THAT IF YOU WISH TO SPEAK YOU NEED TO
12 FILL OUT ONE OF THE YELLOW CARDS. AND THEN WE WILL PUT
13 YOU IN ORDER HERE.

14 THE YELLOW CARDS ARE LOCATED ON THE TABLE
15 TO YOUR RIGHT.

16 THE NEXT PERSON WHO WOULD LIKE TO SPEAK IS
17 BILL WREN FROM THE ONTARIO CHAMBER OF COMMERCE.

18 MR. WREN: GOOD AFTERNOON.

19 I AM BILL WREN WITH THE ONTARIO CHAMBER OF
20 COMMERCE, AND I AM THE VICE CHAIRMAN OF THE GOVERNMENT
21 RELATIONS COUNCIL.

22 I ALSO REPRESENT TODAY THE ECONOMIC -- THE
23 INLAND EMPIRE ECONOMIC COUNCIL, WHICH IS A CONSORTIUM OF
24 BUSINESSES IN RIVERSIDE COUNTY, AS WELL AS THE SAN
25 BERNARDINO COUNTY.

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1 FIRST I WOULD LIKE TO THANK YOU FOR
2 ALLOWING US TO ADDRESS YOU THIS AFTERNOON.

3 THE TASK OF CREATING PLANS TO PROVIDE A
4 BLUEPRINT FOR FUTURE GROWTH IN SUCH A DIVERSE AND MASSIVE
5 REGION OF OURS IS A MONUMENTAL ONE. WE RECOGNIZE THAT
6 AND WE WANT TO SUPPORT AND PARTICIPATE WITH YOU IN THIS
7 PLANNING EFFORT EXAMINING THE REGION AS A WHOLE, WITH THE
8 OBJECTIVE THAT THE PLAN WOULD BENEFIT ALL THE COUNTIES.

9 WE AGREE WITH SCAG'S PLANS WHICH CALL FOR A
10 JOB-HOUSING BALANCE TO HELP ALLEVIATE MUCH OF THE TRAFFIC
11 AND AIR POLLUTION PROBLEMS WHICH DESTROY OUR QUALITY OF
12 LIFE HERE, AND WE FULLY ENDORSE AN EMPHASIS ON THE
13 CREATION OF JOBS IN LABOR-INTENSIVE AREAS.

14 WHILE WE AGREE WITH THE OVERALL PREMISE OF
15 WHAT SCAG IS ATTEMPTING TO DO, WE FIND THAT MANY TIMES
16 THE PROPOSED PLANS DO NOT AN ADEQUATELY COVER ITS GOALS.

17 IN ADDITION, WE BELIEVE THE PLANS FAIL TO
18 CONSIDER WHAT THE IMPACT WILL BE ON OUTERLYING AREAS AND
19 REGIONS LIKE SAN BERNARDINO AND RIVERSIDE COUNTIES.

20 I DO HAVE WRITTEN COMMENTS, AND I WILL
21 DISTRIBUTE THEM AFTER THIS TALK. BUT I WOULD LIKE TO
22 TOUCH ON A FEW OF THE GENERAL CONCERNS THAT WE DID HAVE.

23 I WILL BEGIN WITH THE GROWTH MANAGEMENT
24 PLAN. THERE ARE THREE BASIC ISSUES WE FOUND.

25 THE FIRST IS THERE SEEMS TO BE AN

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1 ASSUMPTION THAT THE GROWTH NUMBERS OR PROJECTIONS THAT
2 ARE DONE WILL BE NOT BE AFFECTED BY THE AIR QUALITY
3 MANAGEMENT PLAN. WE BELIEVE THAT THIS IS A BIG
4 ASSUMPTION, AND IT IS NOT A VALID ONE.

5 THE AIR QUALITY PLAN CALLS FOR SPECIFIC
6 RESTRICTIONS ON SOME GROWTH. WHAT WILL THE AFFECT BE ON
7 JOBS WHEN THE AIR QUALITY PLAN IS ADOPTED?

8 SECONDLY, THE GROWTH MANAGEMENT PLAN NEVER
9 GIVES YOU A SENSE OF URBAN FORM, THE URBAN FORM IT'S
10 TRYING TO CREATE. IF YOU READ THE ENTIRE PLAN YOU END UP
11 WONDERING WHAT SCAG IS TRYING TO ACCOMPLISH. A FEW
12 PARAGRAPHS AND SOME MAPS OUTLINING WHAT THE REGION IS
13 SUPPOSED TO LOOK LIKE WILL HELP THE PUBLIC UNDERSTAND
14 WHAT URBAN FORM IN THE FUTURE IS BEING PROPOSED.

15 LASTLY, THE PLAN ASSUMES IT CAN LEGISLATE
16 CHANGES IN PEOPLE'S BEHAVIOR BY CREATING INCENTIVES OR
17 PENALTIES. WE TEND TO DISAGREE WITH THE ASSUMPTION.

18 THE PLAN ASSUMES THAT AFTER THESE
19 INCENTIVES ARE IN PLACE PEOPLE WILL BEHAVE ACCORDINGLY.

20 THE ENVIRONMENTAL IMPACT REPORT FOR THE
21 GROWTH MANAGEMENT PLAN UNDERPLAYS THE IMPACT THESE PLANS
22 WILL HAVE ON OUR LIFESTYLES. THE INDIVIDUAL IMPACT NEEDS
23 TO BE DEFINED MORE CLEARLY FOR ALL TO UNDERSTAND.

24 BETWEEN BOTH PLANS, THE GROWTH MANAGEMENT
25 AND MOBILITY, THE WAY THE POLICIES ARE ARRANGED ARE NOT

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1 NECESSARILY JOB-HOUSING INDUCING, NOR ARE THEY
2 NECESSARILY FEASIBLE.

3 THE MANAGEMENT PLANS APPENDIX IS NOTHING
4 MORE THAN A WISH LIST EXPLAINING WAYS TO OBTAIN A
5 JOB-HOUSING BALANCE. THERE IS A MENU OF POSSIBLE ACTION,
6 BUT NO ADOPTION LIST -- NO ADOPTIVE LIST SHOWING WHAT
7 NEEDS TO HAPPEN. BASICALLY A SERIES OF MEASURES HAVE
8 BEEN USED; MEASURES, I SHOULD ADD, WHICH ARE BASED ON
9 OLDER TRENDS.

10 YOU HAVE IDENTIFIED THE ADVANTAGES OF EACH
11 MEASURE AND HAVE NOT LOOKED INTO THE IMPACT OF HOW THESE
12 MEASURES WOULD WORK TOGETHER.

13 FOR INSTANCE, THE MOBILITY PLAN SUGGESTS
14 THAT STAGGERED WORK HOURS, TELECOMMUTING AND RIDE SHARING
15 PROGRAMS BE INSTITUTED. IF YOU HAVE 20 PERCENT OF YOUR
16 EMPLOYEES WORKING AT HOME AND 60 PERCENT WORKING ODD
17 HOURS, HOW ARE YOU ABLE TO ACCOMPLISH THE RIDE SHARING
18 QUOTAS MANDATED BY REGULATION 15? PARTICULARLY IN FIRMS
19 AS SMALL AS 25 EMPLOYEES.

20 LET ME FOCUS ON THE JOB-HOUSING BALANCE
21 ISSUE.

22 THE PLAN OUGHT TO EMPHASIZE THE CREATION OF
23 JOBS WHERE WORKERS LIVE, RATHER THAN ARTIFICIALLY
24 INDUCING HOUSING BACK INTO THE EXISTING COMMERCIAL AREAS.
25 THIS IS ESPECIALLY TRUE WITH WEST SAN BERNARDINO COUNTY.

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1 THE PLAN ISN'T SPECIFIC ENOUGH AS TO HOW JOBS WILL BE
2 INDUCED. YOU SHOULD BE DRAWING INDUSTRY OUT THERE TO
3 BALANCE OUR GROWTH.

4 IN LOS ANGELES AND ORANGE COUNTY THE PLAN
5 CALLS FOR ADDING APPROXIMATELY 50 JOBS FOR EVERY 100 NEW
6 RESIDENTS. IN RIVERSIDE AND SAN BERNARDINO COUNTIES, ON
7 THE OTHER HAND, THE PLAN CALLS FOR CREATING ABOUT 33 JOBS
8 FOR EVERY HUNDRED NEW PEOPLE. THE NET RESULT IS THAT WE
9 WILL BE ADDING MORE PEOPLE IN OUTERLYING REGIONS THAT
10 WILL HAVE TO COMMUTE.

11 THE PLAN EMPHASIZES ALSO THE WRONG SIDE, WE
12 FEEL, OF THE JOB-HOUSING EQUATION. RATHER THAN
13 EMPHASIZING THE CREATION OF JOBS IN THE OUTLYING REGIONS
14 WHERE PEOPLE ALREADY LIVE, BECAUSE THE LAND IS LESS
15 EXPENSIVE, THE PLAN ATTEMPTS TO CONSTRAIN HOUSING IN
16 THESE REGIONS. BY TYING -- TRYING TO FORCE HOUSING INTO
17 THE MORE EXPENSIVE LAND IN OUR REGION, IT WILL ONLY
18 INCREASE THE COST OF HOUSING AND FURTHER REDUCE THE
19 SUPPLY OF THOSE HOMES WHICH ARE NEEDED TO SUPPLY HOUSING
20 FOR LOW AND MODERATE INCOME FAMILIES.

21 ANOTHER FAULT WE FOUND IN THE PLAN WAS
22 THE LACK OF CONSISTENCY BETWEEN GROWTH MANAGEMENT,
23 MOBILITY AND THE AIR MANAGEMENT POLICIES.

24 WE HAVE IDENTIFIED MANY OF THESE
25 INCONSISTENCIES IN MY WRITTEN COMMENTS WHICH I WILL HAND

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1 OUT.

2 FOR EXAMPLE, THOUGH, THE GROWTH MANAGEMENT
3 PLAN CALLS FOR FACILITATING THE MOVEMENT OF BUSINESS, AND
4 MENTIONS THE OFFSET REQUIREMENTS.

5 THE AIR MANAGEMENT PLAN, ON THE OTHER HAND,
6 MAKES IT AWKWARD TO MOVE BUSINESSES FROM ONE AREA TO
7 ANOTHER. SCAG'S PLAN LITERALLY IN THIS CASE DISAGREES
8 WITH THE AQMP. THERE IS NO QUANTIFIABLE RELATIONSHIP
9 BETWEEN THE CREATION OF THE JOB-HOUSING PLAN AND THE
10 MOBILITY PLAN.

11 THE PLANS BEG FOR CONSISTENCY.

12 COMMENTS IN THE MOBILITY PLAN SHOULD
13 DIRECTLY COLLABORATE WITH THE GROWTH MANAGEMENT AND VICE
14 VERSA.

15 AND THEY BEG FOR AN EYE TOWARD THE ENTIRE
16 REGION.

17 FOR INSTANCE, THE MOBILITY PLAN UNDER
18 AVIATION POLICIES, THERE IS NO MENTION OF THE GROUND
19 ACCESS MOVEMENT AT THE ONTARIO INTERNATIONAL AIRPORT USED
20 BY APPROXIMATELY FIVE MILLION PEOPLE PER YEAR. THE PLAN
21 DISCUSSES IMPROVEMENT OPTIONS IN THE LOS ANGELES, BURBANK
22 AND ORANGE COUNTY AIRPORTS, BUT NO PRIORITY IS GIVEN TO
23 ONTARIO.

24 IN CLOSING, SCAG IS DEVELOPING PLANS THAT
25 WILL CHANGE THE LIFESTYLE OF EVERYONE IN CALIFORNIA,

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1 WITHOUT FURTHER ACKNOWLEDGING THE ACCEPTANCE OF THAT
2 CHANGE TO THE INDIVIDUAL, WHETHER OR NOT THAT INDIVIDUAL
3 ACTUALLY WILL ACCEPT THAT CHANGE.

4 IN ADDITION, BOTH THE ENVIRONMENTAL IMPACT
5 REPORTS AND THE PLANS THEMSELVES SERIOUSLY UNDERPLAY THE
6 ECONOMIC IMPACT ON THE AREAS.

7 THE KEY TO IMPLEMENTING A JOB-HOUSING
8 BALANCE IS TO ALLOW THE FREE MARKETPLACE TO DRIVE THE
9 PROGRAM FORWARD. YOU DON'T ALLOW A FREE MARKET SYSTEM TO
10 FOLLOW IF YOU ENFORCE PENALTIES AND CONSTRAINTS. STRONG
11 INCENTIVES, WE FEEL, ARE NEEDED TO BE GIVEN TO DRIVE THE
12 MARKETPLACE TO TAKE ADVANTAGE OF IMPROVED ECONOMICS.
13 ONLY THEN WILL YOU SEE THE PROGRAM TRULY BE IMPLEMENTED.

14 THANK YOU VERY MUCH. I APPRECIATE THE
15 OPPORTUNITY TO TALK TO YOU.

16 HEARING OFFICER WRIGHT: THANK YOU.

17 IF YOU WILL GIVE US A COPY OF YOUR REMARKS
18 OR ONE TO THE SECRETARY, PLEASE.

19 MR. BAUER: YES.

20 HEARING OFFICER WRIGHT: THANK YOU.

21 THE NEXT PERSON WHOSE CARD I HAVE IS FRED
22 FUJIOKA, FROM THE MINORITY COALITION FOR RESPONSIBLE
23 GROWTH.

24 MR. FUJIOKA: THANK YOU.

25 MY NAME IS FRED FUJIOKA, MY ADDRESS IS 911

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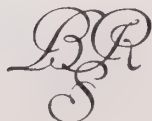
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1 WILSHIRE BOULEVARD, SUITE 1070, LOS ANGELES.

2 GOOD AFTERNOON.

3 I AM AN ATTORNEY IN PRIVATE PRACTICE AND
4 THE INCOMING PRESIDENT OF THE JAPANESE AMERICAN BAR
5 ASSOCIATION; HOWEVER, TODAY I AM SPEAKING AS A MEMBER OF
6 AND ON BEHALF OF THE MINORITY COALITION FOR RESPONSIBLE
7 GROWTH.

8 FIRST OF ALL, I WOULD LIKE TO AN EXPRESS MY
9 APPRECIATION FOR THIS OPPORTUNITY TO COMMENT ON THE DRAFT
10 GROWTH MANAGEMENT PLAN IN THE EIR.

11 THE PROJECT PROPOSES A CONCEPT OF
12 JOBS-HOUSING BALANCE AS A TOOL TO BE SHAPED TO REDUCE THE
13 NEGATIVE IMPACTS OF COMMUTING. JOBS-HOUSING BALANCE
14 WOULD REDIRECT GROWTH AS A PRIMARY TOOL. TWELVE PERCENT
15 OF THE FUTURE GROWTH IN EMPLOYMENT WOULD BE DIVERTED TO
16 JOB-RICH AREAS WHERE CONCENTRATIONS OF MINORITY
17 POPULATIONS ARE HIGHEST AND WHERE EMPLOYMENT NEEDS ARE
18 MOST SEVERE -- I AM SORRY, FROM THE JOB-RICH AREAS. THEY
19 WOULD BE DIVERTED TO JOB-POOR AREAS WHERE OUTCOMMUTING IS
20 PROJECTED TO GROW THE MOST.

21 UNDERSTOOD IN ITS SIMPLEST FORM,
22 JOBS-HOUSING BALANCE PROPOSES THAT OPPORTUNITIES MUST BE
23 ENHANCED FOR PEOPLE TO LIVE NEAR THEIR PLACES OF
24 EMPLOYMENT OR VICE VERSA.

25 WE HAVE NO QUARREL WITH THIS PROPOSAL, IN

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1 FACT WE SUPPORT IT; HOWEVER, WE ARE CONCERNED THAT THE
2 TRANSLATION OF THE CONCEPT AND REALITY BE GUIDED BY A
3 PROCESS THAT INDEED SOLVES THE PROBLEM WITHOUT WORSENING
4 OTHERS. THUS THE DESIGN OF THE MECHANISM IS CRITICAL.

5 THE ACTION TO SOLVE THE COMMUTE PROBLEMS
6 COULD HAVE THE UNINTENDED RESULT OF EXACERBATING THE
7 UNEMPLOYMENT PROBLEM IN AREAS WITH PARTICULARLY
8 DIFFICULT-TO-MEET EMPLOYMENT NEEDS.

9 THE MINORITY POPULATION COULD SUFFER FROM
10 DECREASED EMPLOYMENT OPPORTUNITIES, AND THOSE
11 ENTREPRENEURS WHO MIGHT WISH TO CREATE EMPLOYMENT
12 OPPORTUNITIES FOR THE POPULATION MOST IN NEED COULD HAVE
13 THEIR MARKET ADVERSELY AFFECTED BY POORLY DESIGNED JOBS-
14 HOUSING BALANCE PROGRAM.

15 OUR SECOND CONCERN IS THAT THE GROWTH
16 MANAGEMENT PLAN CONTAINS POTENTIAL MASSIVE IMPACTS AND
17 STRINGENT, SOPHISTICATED CUTTING-EDGE MITIGATION ACTIONS.
18 THE STAFF IS TO BE COMMENDED FOR ITS THOROUGH JOB IN THIS
19 REGARD. YET IF WE ACCEPT THAT THESE ANALYSES ARE
20 ACCURATE AND THAT THE MITIGATION ACTIONS ARE REASONABLE
21 AND PRUDENT, THE EFFORT STILL FALLS SHORT.

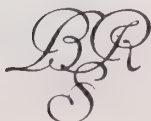
22 MOST OF THE ACTIONS RECOMMENDED AS
23 MITIGATION MEASURES REQUIRE NO COMMITMENT FROM THOSE WHO
24 HAVE THE MEANS AND AUTHORITY TO MOVE THE ACTIONS FORWARD.
25 OBTAINING THAT COMMITMENT IS THE KEY FULFILLMENT OF THE

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1 GMP, AS WELL AS THE OTHER SCAG PLANS CURRENTLY UNDER
2 REVIEW -- AIR QUALITY, MOBILITY AND HOUSING -- THAT ARE
3 BASED ON ITS FINDINGS.

4 THUS, THE REAL MATTER BEFORE US AS CITIZENS
5 OF THE REGION IS THE MIX OF POLITICAL AND ECONOMIC
6 FORCES, BOTH PUBLIC AND PRIVATE, THAT MUST BE FORGED ANEW
7 IF THE MANAGEMENT OF THE REGION'S GROWTH IS TO BE
8 ACHIEVED.

9 CLEARLY, INDIVIDUALS, JURISDICTIONS AND
10 BUSINESSES ACTING ALONE WILL PROVE INADEQUATE NO MATTER
11 THE DEGREE OR QUALITY OF COMMITMENT TO MITIGATING THE
12 IMPACT OF THE PLAN. WHAT IS REQUIRED IS SOMETHING THAT
13 DOESN'T EXIST NOW.

14 WHILE WE HAVE ALL GROWN ACCUSTOMED TO OUR
15 CURRENT STATE, COUNTY, LOCAL GOVERNMENT DESIGN OF
16 GOVERNANCE, WE MUST NOW BE WILLING TO CONSIDER, IN THE
17 FACE OF THE GROSS REGIONAL IMPACTS OUTLINED, A NEW
18 APPROACH TO COPING WITH OUR PROBLEMS.

19 IN CONCLUSION, THE POLITICAL FORUM IN WHICH
20 FUTURE DECISIONS ARE MADE ON MATTERS AS IMPORTANT AS
21 THOSE DISCUSSED IN THE GMP MUST BE INCLUSIVE OF ALL
22 INTERESTS, INCLUDING THOSE OF ETHNIC MINORITIES, IF IT IS
23 TO BE CREDIBLE AND PRODUCTIVE.

24 THANK YOU VERY MUCH. I HAVE SUBMITTED
25 WRITTEN COPIES OF MY PRESENTATION.

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1 HEARING OFFICER WRIGHT: THANK YOU VERY MUCH.

2 I WILL REPEAT AGAIN, SOME OF YOU ARE
3 GETTING TIRED OF THIS, BUT I WANT TO MAKE SURE EVERYONE
4 KNOWS, IF YOU HAVE COME IN SINCE THE LAST TIME, YOU NEED
5 TO FILL OUT ONE OF THESE CARDS IF YOU WISH TO SPEAK THIS
6 AFTERNOON, AND THE CARDS ARE AVAILABLE ON THE TABLE FOR
7 YOU TO FILL OUT.

8 THE NEXT PERSON TO SPEAK IS AUSTIN SULLIVAN
9 FROM THE CITY OF ONTARIO.

10 MR. SULLIVAN: GOOD AFTERNOON.

11 I AM AUSTIN SULLIVAN, FROM THE CITY OF
12 ONTARIO.

13 I DID NOT EXPECT TO MAKE A VERBAL
14 PRESENTATION THIS AFTERNOON. OUR COMMENTS ARE IN
15 WRITING.

16 BUT IN THE EARLIER COMMENTS I HAVE TWO
17 QUESTIONS WHICH I HOPE CAN BE ANSWERED.

18 ONE HAS TO DO WITH THE PERIOD DURING WHICH
19 PUBLIC COMMENT CAN BE MADE ON THESE DOCUMENTS.

20 I CALLED SCAG STAFF EARLIER IN THE WEEK,
21 AND THEY INDICATED THAT THIS MEETING TODAY WOULD BE THE
22 LAST TIME ANY PUBLIC TESTIMONY COULD BE TAKEN; IS THAT
23 CORRECT? OR IS THE DECEMBER 15TH MEETING -- WILL PUBLIC
24 TESTIMONY BE TAKEN AT THAT TIME?

25 HEARING OFFICER WRIGHT: DECEMBER 15TH IS THE

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1 LAST PUBLIC HEARING. AND IT IS EXPECTED THE PLANS WILL BE
2 ADOPTED BY THE SCAG EXECUTIVE COMMITTEE THAT DAY.

3 THE AIR QUALITY MANAGEMENT PLAN IS EXPECTED
4 TO BE ADOPTED BY THE AIR QUALITY MANAGEMENT DISTRICT
5 BOARD ON THE 16TH.

6 MR. SULLIVAN: I GUESS I HAVE TO ASK,
7 THEN, IF PUBLIC COMMENT IS TO BE TAKEN ON THAT DAY,
8 PRESUMABLY ON THE EIR'S. I WOULD THINK THAT THOSE
9 COMMENTS WOULD NEED TO BE RESPONDED TO IN THE EIR. AND I
10 AM CONFUSED ABOUT THAT. AND I --

11 HEARING OFFICER WRIGHT: I AM SORRY, I DO HAVE
12 ANOTHER BIT OF INFORMATION HERE ON THE EIR: THE LAST DAY
13 FOR WRITTEN COMMENT IS TODAY.

14 MR. SULLIVAN: OKAY.

15 HEARING OFFICER WRIGHT: SO THAT THOSE COMMENTS
16 WILL BE RESPONDED TO BY THE 15TH, I ASSUME.

17 MR. SULLIVAN: OKAY. THAT CLARIFIES THAT.

18 HEARING OFFICER WRIGHT: I AM SORRY. IF THAT
19 ANSWERS YOUR QUESTION.

20 MR. SULLIVAN: THANK YOU VERY MUCH.

21 THE OTHER QUESTION HAS TO DO WITH THE
22 SOCIOECONOMIC STUDY WHICH WAS MENTIONED EARLIER.

23 AND I GUESS I -- I DON'T KNOW WHETHER THAT
24 IS PART OF EITHER OF THE EIR'S. IS IT? OR WAS IT A
25 SEPARATE, FREE-STANDING DOCUMENT?

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Barristers'
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1 HEARING OFFICER WRIGHT: I BELIEVE IT WAS A
2 SEPARATE DOCUMENT THAT WAS REQUESTED BY COUNCIL MEMBER
3 FARREL FROM LOS ANGELES. AND IT WILL BE READY ON DECEMBER
4 1ST. AND I AM SURE THAT YOU COULD COMMENT ON THAT ON THE
5 15TH.

6 BUT IT IS NOT PART OF THE EIR.

7 MR. SULLIVAN: THANK YOU VERY MUCH.

8 HEARING OFFICER WRIGHT: THANK YOU.

9 WE WILL THEN GO ON TO THE NEXT PERSON WHO
10 HAS REQUESTED TO SPEAK. JOEL ROSEN, ASSOCIATE PLANNER
11 FROM THE CITY OF FULLERTON.

12 MR. ROSEN: THANK YOU FOR THE OPPORTUNITY TO
13 COMMENT TODAY.

14 MY NAME IS JOEL ROSEN, I AM ASSOCIATE
15 PLANNER OF THE CITY OF FULLERTON, AND I AM HERE TO
16 COMMENT BOTH ON THE GROWTH MANAGEMENT PLAN AND THE
17 REGIONAL MOBILITY PLAN.

18 BEFORE MY COMMENTS BEGIN I WOULD LIKE TO
19 SUBMIT FOR THE RECORD A FORMAL PROPOSAL TO SCAG TO -- AND
20 STRESS TO THE EXECUTIVE DIRECTOR TO INCREASE THE --
21 EXTEND THE TIME OF COMMENT ON THE EIR FOR BOTH THE GROWTH
22 MANAGEMENT AND REGIONAL MOBILITY PLAN.

23 WE ASK FOR 15 MORE DAYS TO CONFORM TO A
24 45-DAY REVIEW PERIOD, WHICH IS NORMAL FOR PLANS OF
25 REGIONAL SIGNIFICANCE, AND ALTHOUGH SCAG DID REQUEST THAT

A-88

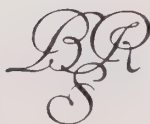
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1 THERE BE A REDUCTION IN REVIEW PERIOD, PUBLIC COMMENT
2 REVIEW TIME TO 30 DAYS INSTEAD OF THE NORMAL 45 DAYS FROM
3 THE STATE AND IT WAS GRANTED TO THEM, WE FEEL IT'S
4 APPROPRIATE THAT ADDITIONAL TIME BE ADDED, GIVEN THE
5 COMPLEXITY OF THIS NATURE, COMPLEXITY OF THE ISSUES, AND
6 THE UNAVAILABILITY OF CERTAIN DOCUMENTS YET.

7 AND IN THAT CAPACITY WITH MY SECOND LETTER,
8 WHICH WILL --

9 HEARING OFFICER WRIGHT: I WILL INTERRUPT YOU
10 AND SAY THAT SCAG IS NOT IN DISAGREEMENT WITH YOUR
11 SENTIMENTS. I THINK BOTH THE TRANSPORTATION COMMITTEE
12 AND THE EXECUTIVE COMMITTEE HAVE REQUESTED MORE TIME ON
13 THE PLANS, AND THAT TIME HAS BEEN GRANTED ONCE, I THINK
14 EXTENDED A MONTH. I DON'T THINK IT IT WILL BE GRANTED
15 AGAIN.

16 PRESIDENT GRIFFIN: THE EC COMMITTEE MEETING, I
17 THINK WHICH YOU WERE IN ATTENDANCE, WAS A UNANIMOUS VOTE
18 BY THE EXECUTIVE COMMITTEE TO IN FACT REQUEST AN
19 EXTENSION OF TIME.

20 AT THIS POINT, THE DECISION BY THE AQMD IS
21 ONE THAT HAS GOVERNED, AND THE TIME HAS NOT BEEN EXTENDED
22 BEYOND THEIR DATE OF DECEMBER 16TH.

23 MR. ROSEN: I UNDERSTAND.

24 BUT UNDER "SEE-KWA " GUIDELINES WE ARE
25 STILL ALLOWED TO ASK, INDIVIDUALLY AT LEAST, FOR AN

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1 EXTENSION OF TIME. SO WE ARE DOING THAT TODAY.

2 WE ARE ALSO ASKING FOR THE TECHNICAL
3 APPENDICES TO THE REGIONAL MOBILITY PLAN, WHICH ARE NOT
4 AVAILABLE, AND ALTHOUGH I HAVE CALLED STAFF AND THEY SAID
5 IF I WANT SPECIFIC ONES I CAN GET THEM POSSIBLY, I AM
6 FORMALLY REQUESTING FROM SCAG THAT ALL OF THE TECHNICAL
7 APPENDICES BE MADE AVAILABLE.

8 I HAVE THAT LETTER HERE IN A FORMAL REQUEST
9 TO THAT EFFECT. I WILL SUBMIT THAT FOR THE RECORD.

10 HEARING OFFICER WRIGHT: JUST GIVE IT TO THE
11 PERSON BEHIND YOU THERE.

12 THANK YOU.

13 MR. ROSEN: I WOULD LIKE TO STATE FOR THE RECORD
14 THAT THE CITY OF FULLERTON IS FUNDAMENTALLY OPPOSED TO
15 UTILIZING MANDATORY MEANS TO ARTIFICIALLY SHIFT THE
16 LOCATION OF FUTURE JOBS AND HOUSING IN THE REGION.

17 THE CITY DOES NOT QUESTION THE GOAL OF
18 GETTING WORKERS CLOSER TO THE JOBS. AS A MATTER OF FACT,
19 THE CITY ITSELF HAS A GOAL OF CONCENTRATING HOUSING NEAR
20 EMPLOYMENT CENTERS.

21 FOR EXAMPLE, THE CITY PERMITS AND
22 ENCOURAGES THE MIXED USE OF RESIDENTIAL AND COMMERCIAL
23 DEVELOPMENT IN THE DOWNTOWN REDEVELOPMENT AREA. WE JUST
24 RECENTLY APPROVED A MIXED-USE PROJECT, AS A MATTER OF
25 FACT, OF A HUNDRED AND THIRTY UNITS, RIGHT IN OUR DOWN-

A-90

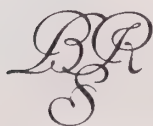
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1 TOWN CORE AREA.

2 HOWEVER, SETTING UP A NEW AND COMPLEX
3 BUREAUCRATIC STRUCTURE WITH PIE-IN-THE-SKY QUOTAS, FEES
4 AND EXACTIONS FLIES IN THE FACE OF COMMON SENSE AND THE
5 MARKETPLACE.

6 THE ABILITY TO ACHIEVE A JOBS-HOUSING
7 BALANCE WHICH WOULD POSITIVELY IMPACT AIR QUALITY AND
8 MOBILITY SHORT OF ILLEGALLY REQUIRING INDUSTRY TO HIRE
9 EMPLOYEES WHO LIVE WITHIN A DEFINED DISTANCE IS EXTREMELY
10 QUESTIONABLE.

11 FULLERTON IS A GOOD EXAMPLE OF THE PROBLEM
12 FACED. FULLERTON IS CONSIDERED A JOB-RICH COMMUNITY. IN
13 1980, ACCORDING TO THE FEDERAL CENSUS, WE HAD A JOBS-
14 HOUSING RATIO OF 1.6, WHICH WAS ABOUT 63,000 JOBS TO
15 APPROXIMATELY 40,000 HOUSING UNITS. YET 63 PERCENT OF
16 THE WORKERS WHO LIVED IN FULLERTON COMMUTED OUT OF THE
17 CITY. AS A MATTER OF FACT, 20 PERCENT OF THE WORKERS WHO
18 LIVE IN THE CITY HAD COMMUTES OF 30 MINUTES OR MORE.

19 WHAT THIS INDICATES IS THAT EVEN IN
20 BALANCED -- QUOTE, UNQUOTE, BALANCED COMMUNITIES, IT MAY
21 BE THE CASE THAT PEOPLE CHOOSE TO LIVE AND WORK IN
22 DIFFERENT PLACES.

23 FOR INDUSTRY, THE DECISION ON WHERE TO SITE
24 A FACILITY MAY BE FOR COMPLEX FINANCIAL REASONS OR IT MAY
25 BE AS SIMPLE AS PROXIMITY TO THE CHIEF EXECUTIVE

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1 OFFICER'S HOME.

2 FORCING EMPLOYERS OUT OF ORANGE COUNTY, FOR
3 EXAMPLE, WILL NOT GUARANTEE THAT THEY RELOCATE IN SAN
4 BERNARDINO OR RIVERSIDE COUNTY.

5 I GUESS IF BUSINESS IS FORCED FROM THE
6 REGION IT'S GOOD FOR AIR QUALITY BUT LOUSY FOR THE
7 ECONOMY.

8 I DID HAVE A DISCUSSION WITH A HIGH LEVEL
9 MEMBER OF THE AIR QUALITY DISTRICT. HE FEELS -- AND I
10 AGREED WITH HIS CONSENSUS -- THAT THIS CONCEPT OF JOBS-
11 HOUSING BALANCE IS IN FACT AN ECONOMIC DEVELOPMENT PLAN
12 FOR THE INLAND EMPIRE. THAT IS THE ISSUE. THAT'S FINE
13 IF THAT IS THE ISSUE. AND WE SHOULD HAVE THAT POSSIBLY
14 AS AN ISSUE. IT SHOULD NOT, HOWEVER, BE DISGUISED AS A
15 GROWTH MANAGEMENT PLAN FOR THE ENTIRE REGION.

16 I WOULD ALSO LIKE TO COMMENT ON A NUMBER OF
17 THE STRATEGIES THAT ARE SUGGESTED TO ACHIEVE THE GOALS IN
18 THE PLAN.

19 FOR EXAMPLE, THE TELECOMMUTING GOAL OF 20
20 PERCENT TRIP REDUCTION FOR CITY EMPLOYEES IS ABSURD;
21 AFTER YOU TAKE OUT THE FIRE, THE POLICE, THE MAINTENANCE
22 AND OTHER ESSENTIAL PERSONNEL, AT LEAST IN THE CITY OF
23 FULLERTON'S CASE. YOU ARE NOT LEFT WITH ENOUGH ELIGIBLE
24 EMPLOYEES TO ACHIEVE A 20-PERCENT REDUCTION WITHOUT
25 HAVING THOSE EMPLOYEES WHO ARE LEFT OVER COMMUTE OVER 50

A-92

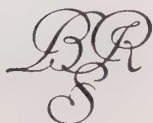
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1 PERCENT OF THE TIME. WHICH MEANS YOU BASICALLY DON'T
2 HAVE ANYBODY IN SUPPORT CAPACITY IN YOUR OFFICE.

3 ANOTHER STRATEGY OF REQUIRING LOCAL
4 GOVERNMENT TO CONDITION BUSINESS LICENSE APPROVAL TO
5 SUBMISSION OF RIDE SHARE PLANS IS IN FACT NOT LEGAL.
6 BUSINESS LICENSE APPROVAL IS AN ADMINISTERIAL ACT, AND IS
7 NOT A POLICE POWER.

8 THE GOAL OF APPLYING RIDE SHARING ORDINANCE
9 TO EMPLOYERS OF 25 OR MORE WILL BE EXTREMELY COSTLY, AND
10 IMPOSSIBLE FOR MOST LOCAL JURISDICTIONS TO IMPLEMENT.
11 THEY HAVE NEITHER THE MONEY NOR THE STAFF TO IMPLEMENT
12 THE SUGGESTED PLAN.

13 SCAG NOR THE AIR QUALITY DISTRICT HAVE ANY
14 IDEA OF THE ENORMITY OF THIS TASK. I HAVE TRIED TO FIND
15 OUT HOW MANY EMPLOYERS THERE ARE WITH 25 OR MORE
16 EMPLOYEES OR CENTERS OF 25 OR MORE EMPLOYEES; NO ONE HAS
17 ANY IDEA, AS FAR AS I KNOW.

18 ELIMINATION OF FREE PARKING IN ALL BUT
19 RESIDENTIAL AREAS WILL BE A BUREAUCRATIC NIGHTMARE.
20 CHARGING \$5 PER DAY FOR PARKING, FOR EXAMPLE, IN ORANGE
21 COUNTY, WILL CAUSE UNDUE HARDSHIP ON THE POOR.

22 THESE ARE JUST A SPRINKLING OF SOME OF THE
23 COMMENTS WE HAVE. WE WILL BE SUBMITTING ADDITIONAL
24 COMMENTS AS I AM ABLE TO PRODUCE THEM.

25 IT'S VERY DIFFICULT FOR A CITY OF LOCAL

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1 GOVERNMENT OF OUR SIZE WITH TWO PEOPLE IN THE ADVANCED
2 PLANNING SECTION TO DIGEST THE MAJOR PLANS THAT ARE BEING
3 DUMPED ON US IN THE LAST FEW MONTHS. WE HAVE SOLID WASTE
4 MANAGEMENT PLANS, WE HAVE GROWTH MANAGEMENT PLANS FROM
5 YOUR FOLKS, WE HAVE AIR QUALITY PLANS, WE HAVE EIR'S;
6 IT'S AN EXTREMELY DIFFICULT PROCESS.

7 WE RESPECTFULLY AGAIN REQUEST THAT SOME
8 ADDITIONAL TIME BE GRANTED TO US TO BE ABLE TO UNDERSTAND
9 THESE PLANS AND INTEGRATE THESE PLANS TOGETHER.

10 FOR US ONE OF THE FUNDAMENTAL ISSUES IS HOW
11 DOES THE JOBS-HOUSING BALANCE WORK. WE TRIED TO FIND OUT
12 THE ANSWER TO THAT QUESTION. REQUESTED INFORMATION FROM
13 SCAG; IT TOOK THREAT OF LEGAL ACTION TO GET SOME OF THE
14 INFORMATION FROM SCAG.

15 WE THEN RECEIVED IT FINALLY -- LET'S SEE.
16 WE RECEIVED THIS LAST WEEK. THIS IS THE PLAN RIGHT HERE.
17 THIS IS THE PLAN (INDICATING). THESE ARE THE LITTLE
18 FORMULAS THAT TELL US HOW THE JOBS AND HOUSING ARE GOING
19 TO BE SHIFTED AND WHERE THEY ARE GOING TO GO AND IN WHICH
20 REGIONS THEY ARE GOING TO END UP.

21 TO US IT'S IMPORTANT TO UNDERSTAND THIS
22 DOCUMENT, OR I GUESS YOU WOULD CALL IT THIS PRINT-OUT.
23 BUT IT TAKES MORE THAN A WEEK FOR US TO DO THAT.

24 I THANK YOU AGAIN FOR THE OPPORTUNITY TO
25 COMMENT TODAY, AND I HOPE THAT WE WILL BE ABLE TO PROVIDE

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1 USEFUL COMMENTS TO DEVELOP A PLAN THAT WOULD LEAD TO
2 COOPERATION AMONG THE JURISDICTIONS AND HOPEFULLY SOLVE
3 SOME OF THE PROBLEMS THAT FACE THIS REGION.

4 THANK YOU.

5 HEARING OFFICER WRIGHT: I THINK PRESIDENT
6 GRIFFIN HAS A QUESTION.

7 PRESIDENT GRIFFIN: YES, I WOULD LIKE TO ASK
8 YOU, JOEL, IF YOU WOULD, HAVE YOU MADE A REQUEST TO THE
9 AIR QUALITY DISTRICT REGARDING THE TIME EXTENSION?

10 MR. ROSEN: YES, WE HAVE.

11 PRESIDENT GRIFFIN: OKAY. THAT'S IMPORTANT THAT
12 YOU DO THAT AND CONTINUE TO DO THAT.

13 MR. ROSEN: WE FORMALLY DID THAT, AS DID A
14 NUMBER OF OTHER JURISDICTIONS, AND THEY DENIED IT.

15 PRESIDENT GRIFFIN: ALL RIGHT.

16 SECONDLY, DO YOU HAVE ANY DIRECT EVIDENCE
17 THAT WOULD RELATE TO THE ISSUE THAT YOU RAISED WITH
18 REGARD TO THE INLAND EMPIRE?

19 MR. ROSEN: DIRECT EVIDENCE? I AM NOT SURE WHAT
20 YOU ARE SAYING.

21 PRESIDENT GRIFFIN: WITH REGARD TO -- YOU
22 RELATED TO THE INLAND EMPIRE HAVING A -- SOME KIND OF
23 A -- WELL, I TOOK IT AS A PLAN.

24 MR. ROSEN: NO. I WASN'T -- I WASN'T SAYING IT
25 WAS THE INLAND EMPIRE TRYING TO ACHIEVE THIS NECESSARILY.

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1 WHAT I WAS TRYING TO SAY IS THAT WHAT WE
2 ARE SEEING AND WHY WE SEE TREMENDOUS SUPPORT FROM THE
3 INLAND EMPIRE IS THAT THEY ARE HOPING THAT THIS WILL BE
4 AN ECONOMIC DEVELOPMENT PLAN FOR THEM.

5 I UNDERSTAND THAT, THAT MAKES SENSE. IF I
6 WAS LIVING IN THE INLAND EMPIRE AND INVOLVED IN ECONOMIC
7 ISSUES THERE AND INVOLVED IN THE BUSINESS COMMUNITY I
8 WOULD PROBABLY BE SUPPORTING THE INCREASE IN JOBS IN MY
9 COMMUNITY. THAT MAKES SENSE.

10 BUT IF YOU ARE TYING IT TO QUOTE, UNQUOTE,
11 A GROWTH MANAGEMENT PLAN THAT IS SUPPOSED TO INCREASE
12 MOBILITY AND DECREASED AIR POLLUTION, YOU HAVE SOME
13 FUNDAMENTAL PROBLEMS THERE.

14 IF YOU ARE TRYING TO CREATE THE ECONOMIC
15 DEVELOPMENT OF THE INLAND EMPIRE, THAT'S FINE. IF YOU
16 ARE TRYING TO DECREASE AIR POLLUTION AND INCREASE
17 MOBILITY, YOU HAVE TO ADDRESS THOSE ISSUES DIRECTLY, AND
18 I DON'T FEEL THAT GROWTH MANAGEMENT DOES THAT AS RELATED
19 IN THIS PLAN.

20 HEARING OFFICER WRIGHT: WELL, I THINK THAT WE
21 WOULD APPRECIATE SOME MORE INFORMATION IN WRITING IF YOU
22 HAVE IT ON THE INLAND EMPIRE, BECAUSE I GUESS I DID NOT
23 INTERPRET MR. WREN'S COMMENTS AS SUPPORTIVE. SO I THINK
24 THAT'S VERY INTERESTING.

25 MR. SULLIVAN IS SHAKING HIS HEAD, FROM THE

A-96

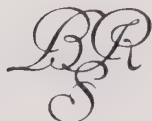
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1 CITY OF ONTARIO.

2 THANK YOU VERY MUCH.

3 THE NEXT SPEAKER IS AN INDIVIDUAL, AND I
4 GUESS WE HAVE NO MORE GROUPS HERE TODAY WHO WISH TO
5 SPEAK.

6 IT'S DORIS BRADSHAW, WHO LISTS HERSELF AS A
7 CONCERNED CITIZEN.

8 MS. BRADSHAW: GOOD AFTERNOON.

9 MY NAME IS DORIS BRADSHAW, MY ADDRESS IS
10 19044 SANTA RITA STREET, TARZANA, IN THE SAN FERNANDO
11 VALLEY.

12 AND I WAS MAILED A COPY OF THE OVERVIEW. I
13 HAVE NOT SEEN ANY OTHER INFORMATION ON THE PROPOSED
14 PLANS, BUT I ASSUME THAT THERE ARE OTHER OPTIONS IN
15 SOLVING THE AIR QUALITY PROBLEM IN ADDITION TO CHANGING
16 THE HOUSING PATTERNS.

17 AND I WANTED TO BRING YOUR ATTENTION TO
18 THE FACT THAT A PROJECT IS -- FEDERAL PROJECT IS IN
19 PROGRESS THAT IS IN VIOLATION OF THE NATIONAL
20 ENVIRONMENTAL POLICY ACT AS FAR AS -- FOR FAILING TO
21 FORMALLY COORDINATE WITH THE AIR QUALITY MANAGEMENT
22 DISTRICT.

23 AND THE DISTRICT SAYS IT DOES NOT HAVE THE
24 AUTHORITY TO PUT A HALT OR FORCE THE AGENCY TO COMPLY.
25 AND THEREFORE, I AM WONDERING WHY THIS TAKES PLACE IF IT

A-97

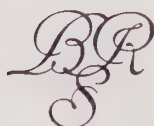
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1 IS COMMON POLICY THAT AGENCIES, CIVIC AGENCIES, ARE ABLE
2 TO PROCEED IN VIOLATION OF OUR ESTABLISHED AIR QUALITY
3 STANDARDS, AND IF LOGICALLY THAT SHOULD NOT TAKE PLACE
4 WHEN WE ARE IN THE SITUATION WE ARE. AND SO I CAME TO
5 BRING THAT TO YOUR ATTENTION.

6 AND THEN ALSO IN THE GROWTH MANAGEMENT
7 SECTION OF THE OVERVIEW, I NOTICED A REFERENCE TO
8 PROPOSING PLANS FOR TRANSPORTATION, HOUSING, AIR QUALITY,
9 ET CETERA.

10 WELL, IN THE "ET CETERA," WE HAVE A SEVERE
11 FLOODING PROBLEM, AND I AM SPEAKING OF LOS ANGELES
12 COUNTY.

13 I LIVE UPSTREAM IN THE LA RIVER SECTION,
14 AND I AM VERY MUCH CONCERNED ABOUT THE -- WHAT'S CALLED A
15 CRISIS IN FLOODING BECAUSE OF GROWTH ISSUES.

16 SO I BROUGHT SOME INFORMATION THAT THE ARMY
17 CORPS OF ENGINEERS PROVIDED LAST YEAR AND A LITTLE BIT OF
18 BACK-UP TO THAT SO THAT I COULD ADVERTISE THIS PROBLEM.
19 LOGICALLY IT SHOULD ALSO BE CONSIDERED AN IN-GROWTH
20 ISSUE.

21 BECAUSE THE ONE LETTER I INCLUDED INSIDE
22 THE BROCHURE -- YOU CAN READ LATER -- IS FROM THE COUNTY
23 OF -- DEPARTMENT OF PUBLIC WORKS. IT TRACES THE FLOOD
24 CRISIS TO --

25 HEARING OFFICER WRIGHT: IF YOU WOULD ADDRESS

A-98

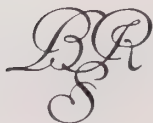
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1 THE HEARING BOARD. WE'D APPRECIATE IT.

2 MS. BRADSHAW: I AM SORRY. YES. THANK YOU.

3 DIRECT DEVELOPMENT OF WATERSHED. AND WE
4 HAVE OUTGROWN OUR FLOOD SYSTEM IN LA COUNTY.

5 THIS BROCHURE GIVES YOU A MAP SHOWING THAT
6 THE CUMULATIVE EFFECTS OF THE FLOODING, NOW BY THE TIME
7 IT REACHES THE LONG BEACH AREA, IS VERY, VERY SERIOUS.
8 AND IF WE HAVE WHAT'S CALLED A HUNDRED YEAR STORM THIS
9 WINTER IT WILL OVERFLOW THE BANKS AND CAUSE SEVERE
10 FLOODING AND DAMAGE TO LIVES AND PROPERTY AT THAT END.

11 NOW. THE STUDY IN PROGRESS IS CALLED THE
12 LOS ANGELES COUNTY DRAINAGE AREA STUDY, IT'S DUE TO BE
13 FINISHED IN 1990, AND I WOULD HOPE THAT IN YOUR -- THE
14 PLANS THAT YOU ARE PUTTING TOGETHER YOU WOULD COORDINATE
15 WITH THE ARMY CORPS OF ENGINEERS.

16 ONE OF THE PROBLEMS OF THE CUMULATIVE
17 EFFECT OF THE RUNOFF IS THE INSTALLATION OF STORM DRAINS.

18 SO UPSTREAM -- I INCLUDE A PICTURE OF STORM
19 DRAINS READY TO GO IN IN THE FIFTH DISTRICT, WHERE MOST
20 OF THE UNDEVELOPED WATERSHED EXISTS. THAT'S UPSTREAM.

21 AND I HAVE SPOKEN TO CITY OFFICIALS, THEY
22 SAY IT'S A COUNTY PROBLEM; I HAVE TALKED TO THE COUNTY,
23 WITH NO -- NOT MUCH RESPONSE AT ALL.

24 SO I AM THROWING THE BALL TO YOU, AND MAYBE
25 TOGETHER YOU CAN COME UP WITH SOME LOGICAL SOLUTION THAT

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1 WILL NOT GIVE US A BANGLADESH-TYPE AFFAIR DOWN IN LONG
2 BEACH.

3 THANK YOU.

4 HEARING OFFICER WRIGHT: THANK YOU VERY MUCH.

5 THOSE ARE ALL THE CARDS THAT I HAVE, SO I
6 ASSUME THAT NO ONE ELSE IN THE AUDIENCE WISHES TO SPEAK
7 TODAY.

8 AND UNLESS THERE ARE ANY COMMENTS FROM
9 HEARING OFFICERS, I THINK THAT CONCLUDES OUR HEARING.

10 ARE THERE ANY OTHERS IN THE AUDIENCE WHO
11 WISH TO -- WHO CAME TODAY TO SPEAK, TO WATCH WHAT WAS
12 GOING ON FIRST OR SOMETHING?

13 IF NOT, THEN THIS CONCLUDES OUR HEARING.

14 AND YOU HAVE ANOTHER TIME TO APPEAR, AND
15 THAT'S ON DECEMBER 15TH, IN THIS SAME ROOM.

16 THANK YOU VERY MUCH FOR COMING.

17 (THE PROCEEDINGS WERE

18 ADJOURNED AT 2:15 P.M.)
19
20
21
22
23
24
25

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REPORTER'S CERTIFICATE

I, ERIC GILLIAM, HEREBY CERTIFY THAT ON
THE 18TH DAY OF NOVEMBER, 1988, I DID REPORT
IN SHORTHAND THE TESTIMONY AND PROCEEDINGS OF THE FOREGOING
PROCEEDINGS; THAT AT THE CONCLUSION OF THE ABOVE ENTITLED
MATTER, I DID TRANSCRIBE MY SHORTHAND NOTES INTO TYPEWRITING,
AND THAT THE FOREGOING TRANSCRIPT IS A TRUE AND CORRECT COPY OF
MY SHORTHAND NOTES THEREOF.

Eric Gilliam

CERTIFIED SHORTHAND REPORTER

CERTIFICATE NO. 333P

A-101



1600 EAST FOURTH STREET, SUITE 220
SANTA ANA, CALIFORNIA 92701
TELEPHONE (714) 953-4447

Barristers'
reporting service

NOVEMBER 18, 1988

COMMENTS DELIVERED AT THE PUBLIC HEARING ON THE FUTURE OF
SOUTHERN CALIFORNIA TO THE SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS.

My name is Ken Bauer and I reside at 1658 Margate Pl., Thousand Oaks, Ca. At the present time I am the President of our Foxmoor Homeowners Association of 252 homes, A board member of the Westlake Village Joint Board of 39 Homeowner Asociations in our area, a member of the Thousand Oaks General Plan Review Committee, Circulation and Open Space Committees, and on a Citizens Advisory Committee for a redevelopment area in Thousand Oaks.

My concerns focus on our finite supply of natural resources of water, air, utilization of land, educational needs and the alleviation of our intolerable roadway traffic and congestion.

I agree with many of the conclusions outlined in your overview document. I especially agree with your conclusion that there is a definite interrelationship between all of the problems and challenges facing all of us in the Southern California area. The growth projections for the future if even close to your projections will have devastating effects on this region if not effectively planned for and managed from this point forward.

It is my opinion that it is extremely important that a priority be placed on land use planning and decision making as we progress toward the year 2000. The scope and nature of the cumulative impacts from individual projects must be given greater consideration than in the past. In far too many instances the decision making bodies simply looked at the site specific impacts and did not plan for or mitigate the cumulative impacts. Future decision making must be influenced by the interrelated aspects of the impacts of land use decisions.

I would like to offer five ideas for your consideration and inclusion into your final document.

1-An emphasis on education and literacy must become a priority goal. To accomplish this I would suggest that future teacher salary adjustments at a level above the rate of inflation should be tied to a raise in the literacy level and test scores on a district by district basis. The increase cost will more than be offset by the additional

tax revenue generated by the new entrants wage earning capacity as they enter the workforce, and their reduction on dependence on the safety net of social services provided.

2-Specific attention to land use planning and the density of projects approved in the future must be emphasized. The over intensification of parcels is the primary contributing factor to all of the adverse impacts we are attempting to work our way out from under. Please keep in mind that neither the Nolan or the First English Supreme court rulings guaranteed a property owner total freedom with respect to the use of property. They simply stated that one could not be denied all economic use. Subsequent court rulings have held that governing agencies could reduce the zoning and resulting density by as much as 90% without being in violation of the law.

3-I would like to encourage the adoption of a tax on parking facilities serving centers of employment. An exemption of 50% would be granted for vehicles with 2 riders and an exemption of 100% would be granted for vehicles with 3 or more riders. The revenue to be used for the encouragement and subsidy of car and van pools and bus use.

4-At the present time the federal government has a provision in the tax code that states that any subsidy granted by a company to employees greater than \$15/month shall cause the entire amount to be included as income to that employee. The collective lobbying of this group with our congressional representatives to increase this limit to \$50 or \$100/month would allow companies to increase a subsidy and the employee not be penalized. The result would be a higher utilization of car and van pools and busses.

5-The final and most significant suggestion I would offer to all of you, would be to link all future new and higher density projects to the LOS levels on our major arterials leading to our freeway network. Replacement projects of the same or lower density would be exempted/not be impacted by this proposal:

- Between now & 1990, ban on projects where LOS=F and >100%.
- 1991-2000, ban on projects where LOS=F.
- 2001-2010, ban on projects where LOS=E or F.
- 2011 and beyond, ban on projects where LOS=D, E or F.

This type of phased approach will address our most serious situations first and will cause the development community to work

together to mitigate the impacts of future new and higher density projects.

I want to thank you for this opportunity to address you and would like to leave you with this story. Just for a minute, picture yourself riding on any train, anywhere in California at a fairly high rate of speed. One of the most critical components of the satisfactory operation of a rail system is the strength, stability and well being of the underlying railroad ties that support and provide basic structure for the rail system to function. Now picture this train being utilized to a higher and higher degree by more and more riders with no provision for maintenance and replacement of the ties as they deteriorate from use over the years. What Happens???.. Well, the system works and works very well for a long time until one or two of the ties simply can not support the load, burden and stress created. The train that has functioned so successfully for so many years becomes derailed and a calamity of tremendous magnitude results with absolutely no warning, but that everyone predicted.

The railroad ties of our life journey are our air and water supply, the sewer systems and solid land fills, our educational process and last but not least our transportation system. We have and will continue to function here in the Southern California Area. However, the underlaying base is being utilized and stressed beyond any capacity ever envisioned. If any one much less more than one component of our delicate eco-system fails, Our entire society will be severely impacted and restricted. Our future and our childrens future are in your hands, the decisions you make will for better or worse mold our life style far into the next century.

Thank-you..

A handwritten signature in black ink, appearing to read "Ken Bauer", with a stylized flourish at the end.

Ken Bauer

1658 Margate Pl Thousand Oaks, Ca 91361
W-213-486-1268 H-805-497-6117

Ontario Chamber of Commerce

Bill Wren's presentation before the Southern California Association of Governments planning directors' committee

Nov. 18, 1988

Los Angeles .

Good Afternoon. I'm Bill Wren, vice-chairman of the Ontario Chamber of Commerce Governmental Relations Council. I am also representing today the Inland Empire Economic Council, a consortium of Riverside and San Bernardino county businesses.

I thank you for allowing us the opportunity to address you here today on the SCAG growth management and mobility plans.

The task of creating plans to provide a blueprint for future growth in such a diverse and massive region as ours is a monumental one. We want to support and participate with you in this quality planning effort examining the region as a whole. Our objective is for the plan to benefit every county.

We agree with SCAG's plans which call for a job/housing balance to help allieviate much of the traffic and air pollution problems which destroy our quality of life here and we fully endorse an emphasis on the creation of jobs in labor intensive areas.

While we agree with the overall premise of what SCAG is attempting to do, we find that many times the proposed plans do not adequately cover its goals. In addition, we believe the plans fail to consider what the impact will be to outer lying regions like San Bernardino and Riverside counties.

I do have written comments prepared to give to you today but I will briefly touch on some of our general concerns.

I'll begin with the growth management plan. There are three basic issues we've found. Number one, there seems to be an assumption that the growth numbers or projections that are done will NOT be affected by the air quality management plan. We believe that's a big assumption, and one that isn't valid. The air quality plan calls for specific restrictions on some growth. What will the affect be on jobs when an air quality plan is adopted?

Second, the growth management plan never gives you a sense of the urban form it's trying to create. If you read the entire plan you end up wondering what SCAG is trying to accomplish? A few paragraphs and some maps outlining what the region is supposed to look like will help the public understand what the urban form of the future is proposed to be.

Lastly, the plan assumes it can legislate changes in people's behaviors by creating incentives or penalties. We tend to disagree with that assumption. The plan assumes that after these incentives are in place, people will behave accordingly. The environmental impact report for the growth management plan underplays the impact these plans will have on our lifestyles. The individual impact needs to be defined more clearly for all to understand.

Between both plans -- the growth management and mobility -- the way the policies are arranged are not necessarily job/housing inducing. Nor are they necessarily feasible. The management plan's appendix is nothing more than a "wish list," explaining ways to obtain a job/housing balance. There's a menu of possible action, but no adopted list showing this is what needs to happen.

Basically, a series of measures have been used -- measures I should add, which are based on old trends. You have identified the advantages of each measure and have not looked at the impact of how these measures would work together. For instance, the mobility plan suggests that staggered work hours, telecommuting and ridesharing programs be instituted. If you have 20 percent of your employees working at home, and 60 percent working odd hours, how are you able to accomplish the ridesharing quotas mandated by Regulation 15, particularly in firms as small as 25 employees.

Let me focus on the job/housing balance issue. The plan ought to emphasize the creation of jobs where workers live rather than artificially inducing housing back into existing commercial areas. Especially for Western San Bernardino County, the plan isn't specific enough as to how jobs will be induced. You should be drawing industry out there to balance our growth. In Los Angeles and Orange County, the plan calls for adding 50 jobs for every 100 new residents. In Riverside and San Bernardino counties, on the other hand, the plan calls for creating 33 jobs for every 100 people. The

net result is that we will add more people in the outer lying regions that will have to commute to work.

The plan emphasizes the wrong side of the job/housing equation. Rather than emphasizing the creation of jobs in outerlying regions where people already live because the land is less expensive, the plan attempts to constrain housing in these regions. By trying to force housing unto the more expensive land in our region, it will only increase the cost of housing and further reduce the supply of those homes which provide for low and moderate incomes.

Another fault we found in the plans is the lack of consistency between growth management, mobility and air management policies. We have identified many of these inconsistencies in our written comments. For example, the growth management plan calls for facilitating the movement of businesses and mentions offset requirements. The air management plan, on the other hand, makes it awkward to move certain businesses from one area to another. SCAG's plan literally disagrees with the AQMP.

There is no quanifiable relationship between the creation of a job/housing plan and the mobility plan. The plans beg for consistency. Comments in the mobility plan should directly collaborate with the growth management and vice versa.

And they beg for an eye towards the entire region. For instance, in the mobility plan under aviation policies, there is no mention of ground access improvements for Ontario International Airport, used by five million passengers a year. The plans discuss improvement options for Los Angeles, Burbank and Orange County airports, but no priority is given to Ontario.

In closing, SCAG is developing plans that will change the lifestyle of everyone in Southern California without further acknowledging the acceptance of that change to the individual.

In addition, both the environmental impact reports and the plans themselves seriously underplay the economic impact on the area. The key to implementing a job/housing balance is to allow the market place to drive the program forward. You don't allow a free market system to follow if you enforce penalties or constraints. Strong incentives need to be given to drive the market place to take advantage of improved economics. Only then will you see your program implemented.

LAW OFFICES

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November 18, 1988

Re: Regional Mobility Plan Draft Environmental
Impact Report

Good Afternoon. My name is Fred Fujioka. I am an attorney in private practice in Los Angeles and I am a member of the Minority Coalition for Responsible Growth. I am in-coming President of the Japanese American Bar Association.

I would like to express my appreciation for this opportunity to comment on the Draft Growth Management Plan (GMP) and EIR.

The project proposes the concept of Jobs/Housing Balance as a tool to be shaped to reduce the negative impacts of commuting. Jobs/Housing Balance would redirect growth as a primary tool. Twelve percent of the future growth in employment would be diverted from job-rich areas; where concentrations of minority populations are highest and where employment needs are most severe, (i.e. unemployment is high), to job poor areas where outcommuting is projected to grow the most.

Understood in its simplest form Jobs/Housing Balance proposes that opportunities must be enhanced for people to live near their places of employment, or, vice-versa. We have no quarrel with this proposal, in fact we support it. However, we are concerned that the translation of the concept into reality be guided by a process that indeed solves the problem without worsening others.

Thus, the design of the mechanism is critical. The action to solve the commute problem could have the unintended result of exacerbating the unemployment problem in areas with particularly difficult to meet employment needs. The minority population could suffer from decreased employment opportunities and those entrepreneurs who might wish to create employment opportunities for the population most in need could have their market adversely affected by a poorly designed Jobs/Housing Balance program.

Our second concern is that the Growth Management Plan contains potential massive impacts and stringent, sophisticated "cutting-edge" mitigation actions. The staff is to be commended for its thorough job in this regard. Yet, if we accept that these analysis are accurate and that the mitigation actions are reasonable and prudent, the effort still falls short.

Most of the actions recommended as mitigation measures require no commitment from those who have the means and authority to move the actions forward. Obtaining that commitment is the key fulfillment of the GMP as well as the other SCAG plans currently under review, Air Quality, Mobility and Housing that are based on its findings.

Thus, the real matter before us as citizens of the region is the mix of political and economic forces, both public and private, that must be forged anew if the management of the region's growth is to be achieved.

Clearly, individuals, jurisdictions, and businesses acting alone will prove inadequate no matter the degree or quality of commitment to mitigating the impacts of the plan. What is required is something that does not now exist.

While we have all grown accustomed to our current state, county, local government design of governance, we must now be willing to consider, in the face of the gross regional impacts outlined, a new approach to coping with our problems.

In conclusion, the political forum in which future decisions are made on matters as important as those discussed in the GMP must be inclusive of all interests, including those of the ethnic minorities if it is to be credible and productive.

Thank you.



421 N. EUCLID AVENUE • P.O. BOX 31 • ONTARIO, CA 91761 • (714) 984-2458

Ontario Chamber of Commerce
Comments on the SCAG Growth Management Plan, the Regional
Mobility Plan and the Mobility Plan's EIR

Submitted November 18, 1988

GROWTH MANAGEMENT PLAN

First off, are the regional job growth projections reasonable overall in light of the AQMP?

I-2: a key caveat...type of job with price of housing.

I-4, IV-5: Is there consistency with the regional housing needs assessment (RHNA) and the growth management plan (GMP)? How will the revision to the GMP be incorporated into RHNA?

II-9: Does the period 1970-84 constitute a valid time upon which to base the Baseline projection? Are the trends valid?

IV-5: There needs to be a clear tie between policies two and three; is policy six inconsistent with jobs/housing balance intent? We question the validity of policy seven.

V-1: Question the validity of growth control contingency; and the consistency with the AQMP, especially in the final finding

VI-6: Given the trends of the last few years, is it reasonable to assume that emerging futures will result in fewer jobs than the 1970-84 trend?

VII-5: Question how reasonable for the West Valley.

VIII-2,3: There's no plan in this plan--What measures will be taken/required? Where's the relationship to the appendices?

VIII-4,5,6: It's impossible to determine the consistency of individual projects with long-term subregional projections; needs clear incentives for locating jobs in housing-rich regions and clear requirements for comparable affordable housing in job-rich areas.

A1-1: How do fees get exchanged between regions and agencies?

A1-2: not workable; different agencies within a subregion will have very different ratios (third paragraph)

A1-3: enterprise zone concept could be undone by AQMP

A1-4: see 4(b) and 4(e)!!!

A1-6: #11 needs clear tie to cost of housing versus type of jobs

A1-7: #13 would not work to achieve jobs/housing balance; inject irrelevant consideration into "home rule" issue

A1-7: #15 strongly support!!!

A1-7: #16 might contribute to continuation of decline

A2-3,4: A(2) -- some cities would simply not fit into regional plan based on type of vacant land

A2-4,5: A(3) is not acceptable given political makeup of SCAG

A2-7: A(5) -- you cannot just increase and decrease densities without strong housing market considerations

A2-12: C(1) -- it's difficult to establish targets on an agency-by-agency basis without a clear understanding of local values and appropriate land uses, and it's difficult to administer.

A2-14: five is not acceptable

MOBILITY PLAN

IV-4: Policies two and seven aren't consistent with the needs of the poor and elderly. And the final policy -- endorsing a maglev train. Why would rail as an alternative to air travel improve mobility?

IV-6: Both policies need emphasis, especially in relation to previous policy.

V-5,6: Question the consistency of alternate work week and telecommuting with ridesharing

V-8: Video school? home shopping? -- question the social implications

V-9: trip reductions plans for multi-tenant buildings -- is it consistent with jobs/housing balance? 25 employees is very small for enforcement of Rule XV

V-12: HOV lanes should not reduce existing number of available lanes; why signal mitigation districts only for Riverside County?

In addition to more buses, additional operating subsidies must be found.

V-28: Given the existing commute problems and funding limits, what is the real priority of an Los Angeles to San Diego or Los Angeles to Santa Barbara rail?

V-34,36: Should specifically study regional transportation benefits of expanding Ontario International Airport

V-36: Why is there no emphasis on Ontario airport's ground access improvement?

V-41: What will the establishment of "truck delivery zones" mean?

V-43: Why move trucks to off-peak in all areas and in all directions?

V-51: Improvement of SR 71 should be a shorter-term priority

REGIONAL MOBILITY PLAN -- ENVIRONMENTAL IMPACT REPORT

How do modified work hours increase productivity? The conclusion at the end of page 121 is not supportable in term of business efficiency!

Page 123: Riverside and San Bernardino counties will experience higher costs.

Page 124: Transit fare structures which favor elderly and handicapped in absence of outside subsidies will discourage transit for home-work commute.

Page 138: West San Bernardino Valley is not identified as gaining employees from job/housing policies -- that's inconsistent with the GMP.

143, 144: Are lower operating costs a valid conclusion when considering higher gas taxes and especially when considering that jobs/housing balance is aimed at new jobs and new housing?

147: There could be a decrease in efficiency of operation due to greater need for management overhead; loss of comraderie and espirit-de-corps; less control of ongoing work efforts

148: Improved communication with the East Coast is only true if workers come earlier; reduced congestion on elevators and plant

gates is superfluous and is indicative of the self-serving nature of the EIR.

149: A significant BENEFICIAL economic impact?? Facilitate movement of goods???

152: J and L understate impacts

(The Ontario Chamber of Commerce was assisted by consultant Lloyd Zola, of the Planning Network, 2940 East "G" St., #105, Ontario, CA, 91764, in preparing the written and verbal comments presented to SCAG)



COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

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THOMAS A. TIDEMANSON, Director
WYNN L. SMITH, Chief Deputy Director
CECIL E. BUGH, Assistant Director
JAMES L. EASTON, Assistant Director

IN REPLY, PLEASE
REFER TO FILE

19.60

July 7, 1986

Ms. Doris L. Bradshaw
19044 Santa Rita Street
Tarzana, CA 91356

Dear Ms. Bradshaw:

LOS ANGELES RIVER-SEPULVEDA FLOOD CONTROL BASIN

Supervisor Hahn asked me to respond to your letter of May 12, 1986, concerning adequacy of the Sepulveda Flood Control Basin and the Los Angeles River.

The Los Angeles River and Sepulveda Dam were designed and constructed by the U.S. Army Corps of Engineers. The dam is operated by the Corps of Engineers. Maintenance of the Los Angeles River downstream of the dam to approximately Lankershim Boulevard is the responsibility of this Department.

Several years ago, we became concerned, as you are, of the adequacy of the Los Angeles River system to handle a large storm event since the design of this system was based upon population projections made many years ago. Following World War II, the San Fernando Valley experienced explosive growth with much greater development than had been originally anticipated when the system was designed. This development has resulted in greater amounts of storm runoff reaching the Los Angeles River more quickly.

The Corps of Engineers, in response to our concerns, has been studying the entire flood control system in the Los Angeles drainage area. The preliminary results of the study will be available later this year. Current discussions with the Corps of Engineers indicate that the Los Angeles River may not have capacity to carry all runoff from a major storm event. Once the analysis is complete, the most feasible methods of upgrading the Los Angeles River system will have to be identified and a financing plan developed. We expect that we will need to look to the Federal government for funds as reconstruction or modification of the system will be very costly.



South Coast
AIR QUALITY MANAGEMENT DISTRICT

9150 FLAIR DRIVE, EL MONTE, CA 91731 (818) 572-6200

August 1, 1988

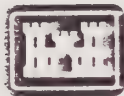
Ms. Doris L Bradshaw
19044 Santa Rita St.
Tarzana, CA 91356

Dear Ms. Bradshaw:

Thank you for your letter of July 19, 1988, in which you shared some material on the Sepulveda Basin Recreation Lake project, and requested our comments on the air quality issues. Dr. Lents has asked me to look into the matter. I have reviewed the information you provided and discussed it with my staff. We have the following comments.

The Corps of Engineers was in error, we believe, in not seeking formal coordination with the District. This is especially true because of the non-attainment status of the South Coast Air Basin for federal air quality standards under the provisions of the federal Clean Air Act. The Corps, as a federal agency, must work with local air quality agencies to ensure that federal projects are consistent with the Act. In fact, the Corps did so when it prepared the 1981 EIR/S, excerpts of which you also provided. The District believes that this project could induce adverse air quality impacts, and should have been discussed with us.

Potential air pollutant emissions and air quality impacts should have been re-analyzed and presented to the District for comment. The reliance on the 1981 analysis, which itself relied in part on 1979 air quality data, was not warranted given the changes in air quality, emissions characteristics, and, perhaps, in the scope of the project itself. At the least, a supplemental EIR/S should have been prepared and subjected to the public review process. Air quality impacts could arise from construction activities and vehicle use induced by the new recreation facilities. These impacts are calculable, and the information should be presented. If the emissions exceed the District suggested significance thresholds, then they constitute significant adverse environmental impacts requiring mitigation.



US Army Corps
of Engineers
Los Angeles District

LACDA UPDATE

SEPTEMBER 1987

Los Angeles County Drainage Area
Flood Control Study

DISASTROUS FLOODING COULD RETURN TO LOS ANGELES COUNTY

Residents of the Los Angeles basin have not worried about flooding for almost 50 years. Now, whenever heavy rains fall, residents have abundant cause to worry.

If you live or work near the Los Angeles River in the San Fernando Valley or in downtown Los Angeles, close to Tujunga Wash in the San Fernando Valley, or in the cities of Bellflower, Burbank, Carson, Cerritos, Compton, Downey, Gardena, Glendale, Lakewood, Long Beach, Lynwood, Montebello, Paramount, Pico Rivera, Signal

Hill, South Gate, or Torrance, we want you to know that floods from huge storms could damage you.

And even more monstrous storms could extend the flooded area into the cities of Artesia, Bell, Cudahy, Hawaiian Gardens, Huntington Park, Industry, Maywood, Norwalk, Santa Fe Springs, Vernon, and Whittier.

Why Has the Flood Threat Returned?

From the 1930's through the 1960's, the Corps of Engineers and the Los Angeles County Department of Public Works built a superb flood control system of dams, channels, and storm drains that—to date—has prevented almost \$4 billion in damages.

But, as anyone who lives in the Los Angeles basin knows, development has almost totally replaced the orange groves and open fields of the recent past. Development has paved over porous soil that once soaked up much of the rainfall. The rainfall must go somewhere. Today, it flows rapidly off buildings, over streets and parking lots, and into our flood control drains and channels.

In addition, storm water runoff pouring down from the mountain canyons carries soil and debris that



Flooding destruction on the Los Angeles River, March 1938

settle in the flood control reservoirs, reducing their capacity to hold flood waters.

The existing flood control system is no longer capable of protecting hundreds of thousands of residents from large floods. Some of them are you! The system needs an upgrade. The Corps of Engineers and the Los Angeles County Department of Public Works are now planning to improve the flood control system that you depend on.

Public Involvement Needed in Finding Acceptable Solutions

A whole range of solutions are possible: modifying existing dams, building new ones, improving river channels, reconstructing river bridges that now restrict the flow of flood water, and adding new flood water diversion channels. You may have other suggestions.

Continued, next page

Continued from page one

Ultimately, the selection of the best improvements to the flood control system in the Los Angeles basin will depend on what (1) technically solves the flooding problems, (2) is most economical for the expenditure of Federal and local government funds, and (3) satisfies public needs, desires, and concerns.

The Los Angeles District of the U.S. Army Corps of Engineers has prepared this bulletin to explain:

- why flooding is once again a cause for concern among Los Angeles area residents;
- what the Corps of Engineers and the Los Angeles County Department of Public Works are doing to allay the concern; and
- how you can become involved.

You now have an opportunity to tell and discuss with the planners your concerns, ideas, suggestions, and desires through a series of public workshops.

The Corps of Engineers and the Los Angeles County Department of Public Works invite your involvement to work with them to develop a flood control plan that will solve the problem, be economical and affordable, and satisfy your concerns and needs—and those of your neighbors.

YOU CAN MAKE A DIFFERENCE.

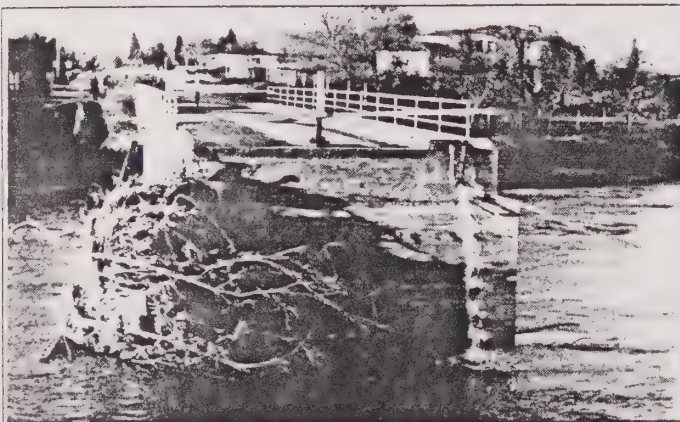
Illustrative Photos of March 1938 Flooding and Parts of Today's Flood Control System Close to Capacity



Torrential flood water on the Los Angeles River, 1938



1938 flooding in Compton



Bridge destruction on the Los Angeles River from the flood



Car immobilized by debris and mud from the 1938 flood



Courtesy of Los Angeles Times

The Los Angeles River channel, looking northwest from just below the Los Feliz Bridge during the January 1969 storm



Los Angeles River at Cedros Avenue in the San Fernando Valley during the December 1980 storm

FLOODING IN LOS ANGELES: THE GROWING THREAT

Major areawide flooding has not concerned residents living in the Los Angeles basin for almost 50 years. Yes, rainstorms have caused local damages sometimes in the millions of dollars. But an impressive system of dams, channels, and storm drains has contained flood water in the rivers, passing it efficiently to the Pacific Ocean. By controlling the runoff from the sizable storms of 1969, 1978, 1980, and 1983, the flood control system in the Los Angeles basin has prevented almost **\$4 billion** in damages.

Cause for concern returned in 1980—at least on the part of flood control engineers. You may recall that six winter storms swept over the Los Angeles basin in rapid succession. The flood control system was doing the job it was designed to do. By the sixth storm, reservoirs had filled, and the channels were passing and containing heavy flows of water, mud, and debris. There was only local flooding in the canyons.

Then, potential trouble arose over the Pacific Ocean: a seventh storm was bearing down on southern California and the flood control system that was close to capacity. The weather forecasters were predicting 2 to 4 inches of new rainfall. Flood control engineers began to question whether their system could handle the additional load. Fortunately, in 1980 at least, the trouble didn't come to pass. The seventh storm never reached the Los Angeles basin.

The 1980 series of storms was large, but it was nowhere near as large as storms that could strike the basin. The fact that the flood control system was barely adequate in 1980 suggests that it is no longer adequate to contain all the rainfall from mighty storms.

Early Flooding

Floods are a part of the history of the Los Angeles basin, which is built on an accumulation of sediment that major floods have carried from the mountains.

In the 19th and early 20th centuries, the relatively few people then living in the basin endured periodic flooding. The worst recorded case was in 1868. So much water jumped the banks of the Los Angeles River with such force that it turned the river's course. Before 1868, the river discharged into the ocean at Marina Del Rey. The monstrous flood moved the river about 15 miles south to its present course through Long Beach, flooding everything in between.

In 1916, a large flood inundated thousands of homes and businesses, and the gigantic 1938 flood cut Los Angeles off from the rest of the nation for more than a week. Flood water severed all rail lines and roads leading into the basin, injured hundreds of people, and left thousands homeless.

the flood flow at the top of the levee on the Los Angeles River at Wardlow Road in Long Beach—evidence that the flow had exceeded the channel's capacity. If the previously mentioned seventh storm had occurred, it could have thrust water over the walls of the levee and into streets and buildings. And it could have destroyed the levee.

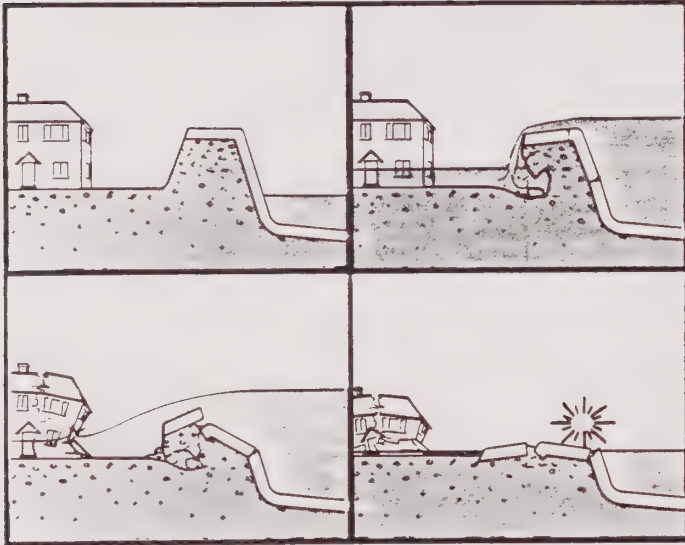


Illustration of how a levee could fail, releasing water into the flood plain. A levee is earthen, protected on the inside channel wall by concrete and by asphalt on the top. The outside of the levee is compacted dirt. If water escapes the channel and flows over the levee, the compacted dirt can erode in as little as 1 hour. The levee would crumble, releasing a wall of water into the surrounding areas. Destructive flooding would have then returned to Los Angeles.

NEW PLANNING IS UNDERWAY

Under Congressional authority, the Corps of Engineers, in close cooperation with the Los Angeles County Department of Public Works, is thoroughly reviewing the adequacy of the flood control system in the Los Angeles basin in order to recommend necessary improvements.

The basin, known as the Los Angeles County Drainage Area (LACDA), consists of 2,000 square miles with a population of about 8 million people. The San Gabriel Mountains bound the area to the north; the Whittier Hills are the eastern boundary; and the Pacific Ocean to the west and south receive the water from the two main rivers: the Los Angeles and the San Gabriel.

While the main objective of the system review is **flood control**, there are other important objectives:

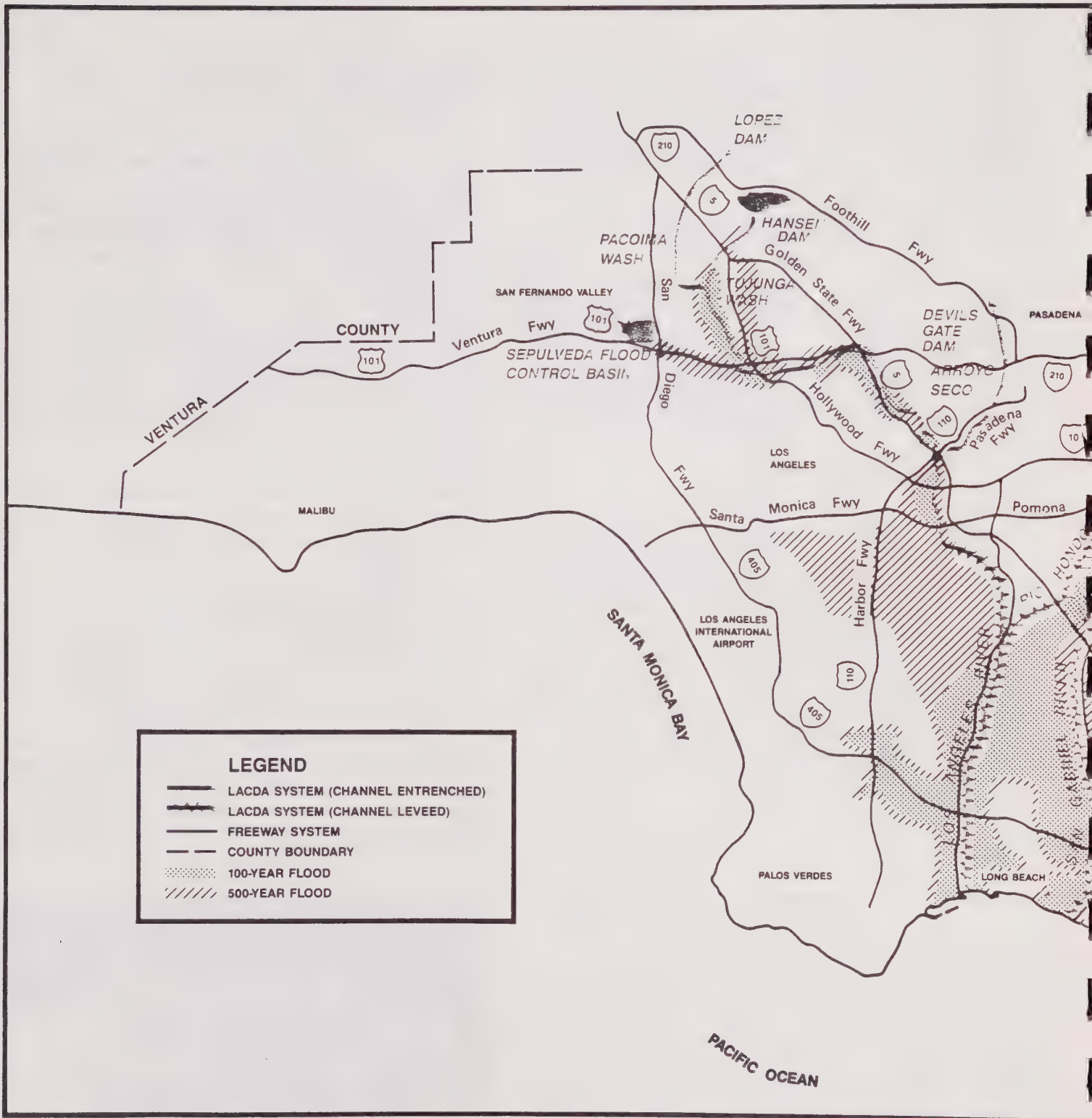
- water conservation to replenish groundwater basins,
- improvements to transportation,
- sediment management, and
- environmental and recreational enrichment.

Projects such as this have many complementary objectives because work on flood control often allows planners to meet other national and local needs.

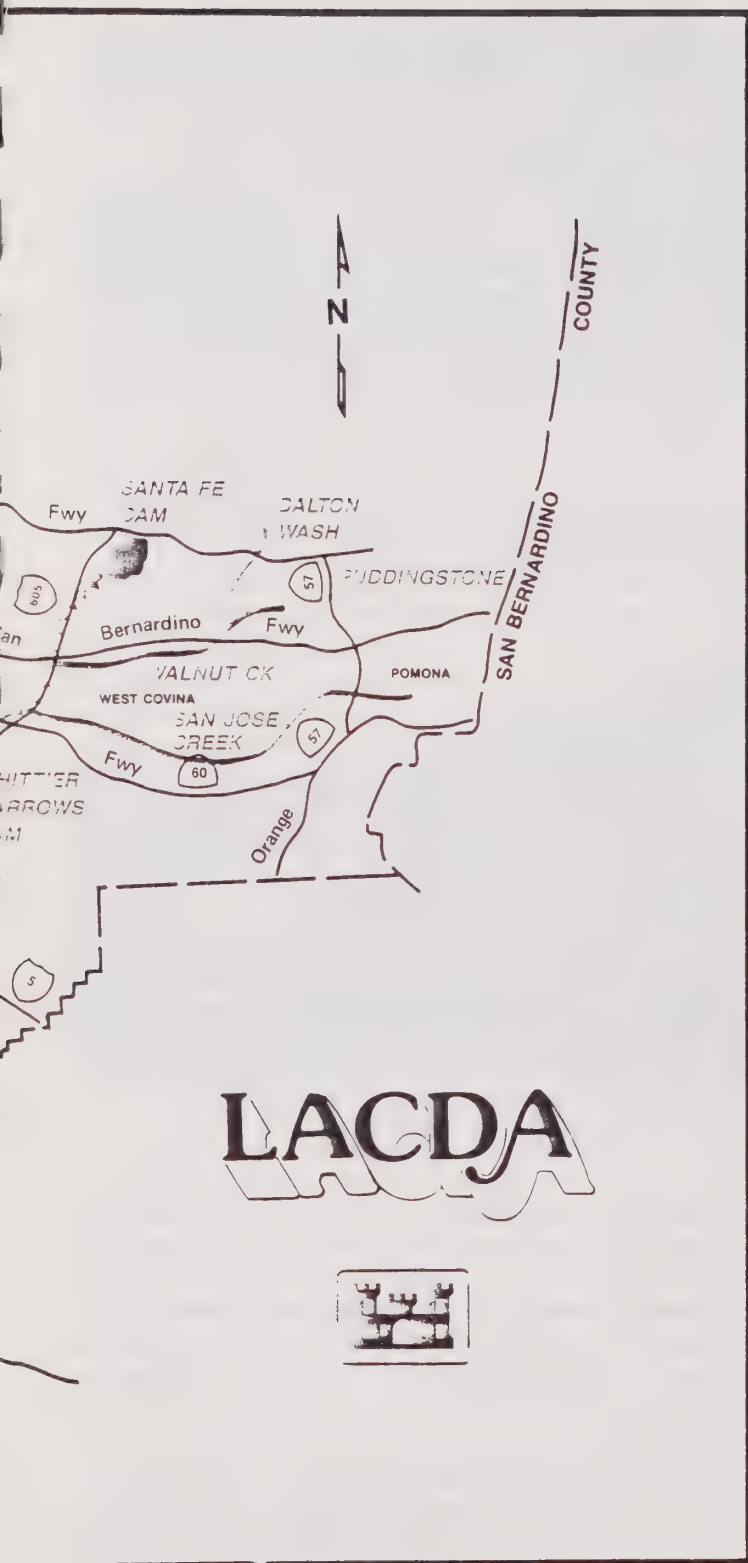
The Corps and the Los Angeles County Department of Public Works have assembled an impressive team to work on the problems, including hydrologists, hydraulic engineers, economists, design engineers, environmental analysts, biologists, geographers, geologists, and recreational planners.



Staff members of the Corps of Engineers and the Los Angeles County Department of Public Works in a periodic LACDA study coordination meeting



Areas in the Los Angeles County Drainage Area threatened by 100- and 500- year floods



What Have We Learned?

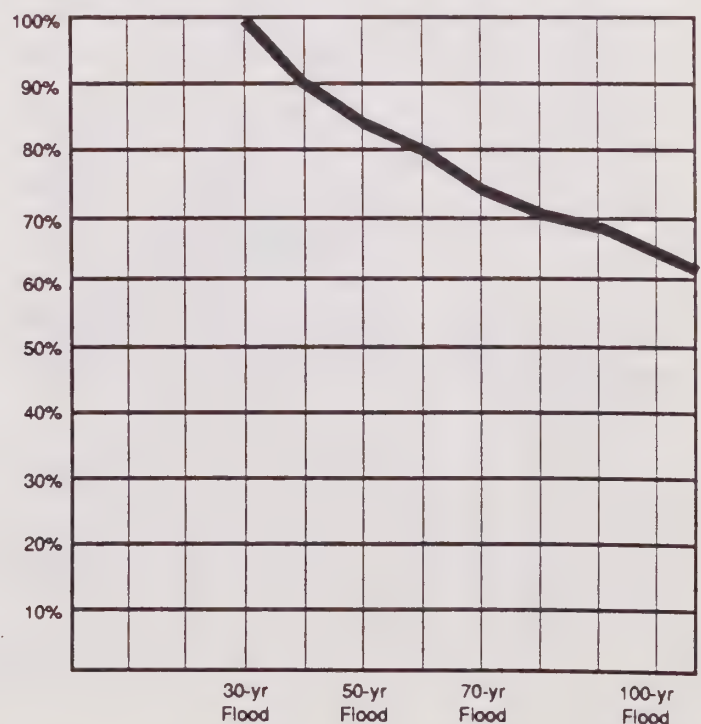
The Corps and the Los Angeles County Department of Public Works built the current system to contain the largest flood likely to strike the basin as predicted in the 1930's.

However, conditions that affect flooding have changed. Today, the LACDA system no longer protects large areas in the basin from enormous floods that, while infrequent, would bring on monstrous damages.

Analysts base their flood size predictions on potential rainfall and runoff rates translated into the total flow from a storm and the peak flow expected at any given point in the system. "Peak flow" is the highest expected level of water discharge. In newspaper, television, and radio accounts of flooding in other parts of the country, we frequently learn that flood waters are "expected to peak, or crest, at a particular time and then subside." Knowing potential peak flows is essential in designing flood control improvements.

Analysts describe floods of different sizes in terms of their statistically projected frequency: for example, 10-year, 20-year, 50-year, and 100-year. A 10-year flood has a 10-percent chance of happening **every year**; a 20-year flood, a 5-percent chance; a 50-year, a 2-percent chance; and a 100-year, a 1-percent chance. The risk of large floods in **any year** is relatively small.

The risk increases alarmingly, however, over longer periods of time. The chart below displays the risk over a 100-year period. A 30-year flood has a 100-percent chance of occurring one or more times in 100 years. A 50-year flood has an 85-percent chance; a 70-year flood, a 75 percent chance; and a 100-year flood, a 65-percent chance.



On the right:
Chances of floods of varying sizes occurring
one or more times in 100 years

The LACDA flood control system does not have the capacity to prevent flooding from the 100-year flood, which would cover about 100 square miles. Indeed, flooding could result in some areas from storms above a 50-year size.

The 100-year flood could affect many areas close to the Los Angeles River in the San Fernando Valley and downtown Los Angeles, Tujunga Wash in the San Fernando Valley, and a large triangular area encompassing parts of Bellflower, Burbank, Carson, Cerritos, Compton, Downey, Gardena, Glendale, Lakewood, Long Beach, Lynwood, Montebello, Paramount, Pico Rivera, Signal Hill, South Gate, and Torrance. In some areas, flood waters could be as deep as 8 to 10 feet. Most areas, however, could experience flooding of about 2 to 4 feet.

Mud and water could weaken structures and would cover the floors of thousands of homes, businesses, and public facilities, damaging furniture, floor coverings, equipment, and other possessions. Roads and rail lines would be impassible. Communication and power lines could be broken.

The potential for an even larger flood also exists. A 500-year storm would add most of central Los Angeles, more of the San Fernando Valley, and large portions of the cities of Artesia, Bell, Cudahy, Hawaiian Gardens, Huntington Park, Industry, Maywood, Norwalk, Santa Fe Springs, Vernon, and Whittier to the flood plain.

Determining Where It Could Flood

Estimating the area subject to flooding from different size storms is not easy. Where water might break out of a channel depends on several factors, including where debris builds up to restrict or block further flow. If one of the bridges upstream traps the debris, the flood could begin there. But if the debris continues to bridges farther downstream, the upstream areas may be spared. It is also difficult to predict where water will go once it breaks out of the channel. To illustrate: a building that collapses in the flood's path may block the flow in one direction, diverting it in another.

Flood maps, then, are estimates based on the best data and analytical techniques available. While flood maps prepared by different government agencies may not be identical in their flood plain boundaries because of the level of precision necessary for special purposes, they all agree on potential flood sizes.

Why Doesn't the System Provide a High Level of Flood Protection Today?

There are several reasons.

Urbanization. The Los Angeles metropolitan area has grown far more than even the most visionary forecasters could have predicted before World War II. Population soared from about 3 million in the 1930's to over 8 million in the 1980's. Open fields once soaked up much of the rainfall. Only during intense storms would water run off those fields into the streets and eventually into the rivers. Today, however, buildings, roads, and parking lots cover those fields. Rainfall has only one place to go—into streets, storm drains, and rivers. The result is larger and quicker peak flows.



Los Angeles River looking upstream from the harbor, showing urbanization right up to the river

Storm drains. The flood control system itself has increased the peak flows in the major channels. Local governments have invested over \$1 billion in storm drains and channels to carry water away quickly from freeways and neighborhoods into the rivers. The water no longer ponds in local areas. Instead, runoff reaches the river channels faster and in greater quantity than ever before.

Sediment. Sediment is building up in the reservoirs, as engineers expected. The mountains that surround the Los Angeles basin contain easily erodable soils. Heavy rains bring mud and debris down the streams into the reservoirs, where the mud settles and gradually reduces reservoir capacity. Following forest and brush fires that burn thick ground cover in the mountains, heavy rains carry excessive amounts of mud.



Current sediment removal at Hansen Dam in the northern San Fernando Valley

To make room for the sediment, engineers “over-build” flood control dams to provide enough reservoir capacity for storing flood water and sediment. Design criteria in the 1930’s required a capacity large enough to store sediment settling out from water flowing into the reservoirs over a 50-year period.

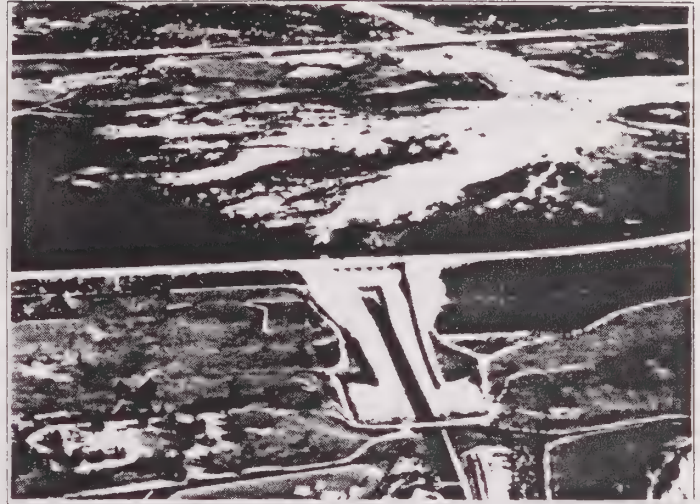
When the sediment eventually surpasses the amount the reservoirs were designed to hold, it begins to reduce the space for flood-water storage. During large storms, dam operators will have to release more water faster into the river channels below, which may not have the capacity to contain it.

Bridges and levees. Bridges may obstruct flood flows. Peak flows can approach the bottoms of many bridges that cross the channels. Bridge pilings can trap debris carried by flood flows, blocking or at least restricting the flow. When the water level reaches the bottom of the bridge deck, the flow backs up and can break out of the channel and/or create enough pressure to undermine the bridge. There are dozens of old bridges that cross the major rivers in the Los Angeles basin.

If peak flows exceed the height of a levee at any point, levee failure is possible—as feared during the 1980 storms.

What Can Be Done to Solve These Problems?

There are many ways to reduce the potential for flood damage. They focus on dams and reservoirs, channels, bridges, and diversion tunnels. Since the LACDA system is so complex, some combination of those measures is likely. The objective of planning for flood control is to develop the plan that does the most cost-beneficial job of reducing flood damages and achieves other important national and local objectives.



Hansen Dam and Reservoir

Dams and Reservoirs. In the Los Angeles area, engineers do not design flood control dams to hold back everything that flows into them during a storm. Here, flood control dams act like a funnel. When high flows enter the reservoir, they are constantly released through the dam’s gated outlets into the downstream channel at a rate that the channel can safely pass. Since there is a maximum release through the outlets, any increase in water flowing into the reservoir means that it will fill faster. Potential reservoir actions include changing current reservoir operations, increasing current reservoir capacity, and/or constructing new reservoirs.

(1) Changing reservoir operations.

Permitting higher and earlier water releases from the dams would increase the capacity of the reservoir for receiving high flows later in a storm.

(2) Increasing current reservoir capacity.

There are 20 dams in today’s LACDA system. Raising any of them, and/or modifying their outlets, would increase reservoir capacity for both flood water and sediment.

(3) New reservoirs.

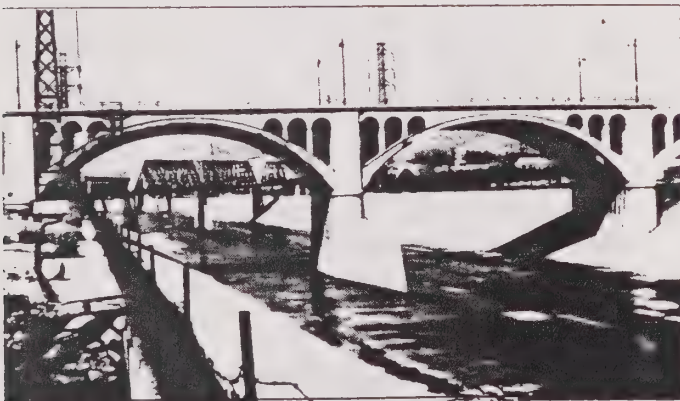
There are several potential sites in mountain canyons for new dams and reservoirs that would add to the flood storage capacity of the LACDA system.

Channels. They can contain the water flowing into them as long as those flows do not exceed their maximum capacity. Alternative ways to increase channel capacity include raising channel walls and levees, changing their configuration from trapezoidal (channel walls slanting outward from a narrower bottom) to rectangular, and widening and deepening. In addition, levee armoring on the outside, while not increasing channel capacity, would eliminate the threat of levee failure that would cause disastrous flooding.



The Los Angeles River Channel at Willow Street

Bridges. Bridge modifications or replacements to eliminate the current restrictions to flood flow would increase channel capacity.



Broadway Street Bridge on the Los Angeles River

Diversion tunnels. Constructing such tunnels would allow the diversion of flows from the rivers. For example, a tunnel from the Los Angeles River north of downtown Los Angeles could carry some flood flows to the ocean.

To Summarize

- Development over the past 50 years has steadily increased flood water runoff.
- New storm drains to serve that development have increased peak flows in the flood control system.
- Sediment flowing into the 20 reservoirs is decreasing their flood control capacity.
- Bridges, by restricting flow and by trapping debris, may cause flood overflows from the channels.
- Levees can erode and fail if flood flows exceed channel capacity.
- Destructive flooding is again possible in the Los Angeles basin.

The Corps of Engineers and the Los Angeles County Department of Public Works are now studying solutions to these problems.

YOUR INVOLVEMENT

Technically, engineers can design just about anything to solve the flooding problem in the Los Angeles basin. But all of the potential measures mentioned in this bulletin would have some effect on life in the basin. Raising dams or constructing new ones requires new land, changing how the community currently uses it. Channel improvements could also require the purchase of more land and could affect aesthetics. Bridge and tunnel construction would, at least for a few years, disrupt transportation.

The important point is that engineering and economic issues are not the only factors in choosing the best plan. Beyond what will technically work, planners *must listen and pay attention to resident ideas, suggestions, desires, objections, and concerns.*

The Corps of Engineers and the Los Angeles County Department of Public Works have committed themselves to involving you in their planning process:

- How do you see the flooding problem?
- What concerns about potential solutions do you want them to consider?
- Are there other potential flood control measures that you want them to study?
- How do you feel about the potential flood control measures that they have identified?
- How important to you are water conservation, transportation improvements, recreational opportunities, and environmental enhancement?

It is impossible, of course, to reach and involve 8 million people. This bulletin is a start in trying to inform and involve as many people as possible. The Corps of Engineers intends to involve you through a series of public workshops and other meetings to give you the opportunity to contribute to plan development by discussing and answering questions such as those listed above. And the Corps will fully inform you about study progress and problems every step of the way.

The Corps hopes that you will share this bulletin with your friends and neighbors. If you need more copies and/or have any questions about the flooding problem and the study, contact:

Ira Arzt, Project Manager
Los Angeles District
U.S. Army Corps of Engineers
Water Resources Branch
P. O. Box 2711
Los Angeles, CA 90053
(213) 894-5465

If You Live in an Area Subject to Flooding, You May Want Flood Insurance

The Federal Emergency Management Agency (FEMA) administers the National Flood Insurance Program, which makes insurance available to individuals in communities with a flood hazard if the communities agree to reduce future flood risks (for example, zoning restrictions in the flood plain).

FEMA is now updating the current flood insurance rate maps in the Los Angeles basin. Insurance rates and necessary flood-plain management measures will vary, for different size storms, depending on the depth of the potential flood waters and the boundary of the flood hazard zones.

FEMA expects that, because of increased storm-water runoff and other changing factors, the new flood insurance rate maps (to become effective in 1990) will expand the present flood hazard zones.

It is important to understand that FEMA does *not* use the flood overflow maps developed by the Corps of Engineers (such as the one highlighted on pages 6 and 7 of this bulletin) to determine flood insurance rates. The Corps produces its maps of *average* flood depths for relatively large areas *only* in order to estimate dollar damages—an essential calculation in evaluating the cost effectiveness of alternative flood control improvements under study.

FEMA, on the other hand, must compute more *specific* flood depths for smaller areas in order to make certain that the rates you pay are consistent with the risks you face.

You may purchase flood insurance *only* if your community is a participant in the Federal Flood Insurance Program. To find out your eligibility for flood insurance, or to obtain a free copy of the current rate map, contact FEMA's insurance servicing contractor for the National Flood Insurance Program at (800) 638-6620. You can obtain further information on community participation eligibility, hazard identification mapping, and flood-plain management from:

Federal Emergency Management Agency
Region IX
Presidio of San Francisco
Building 105
San Francisco, CA 94129

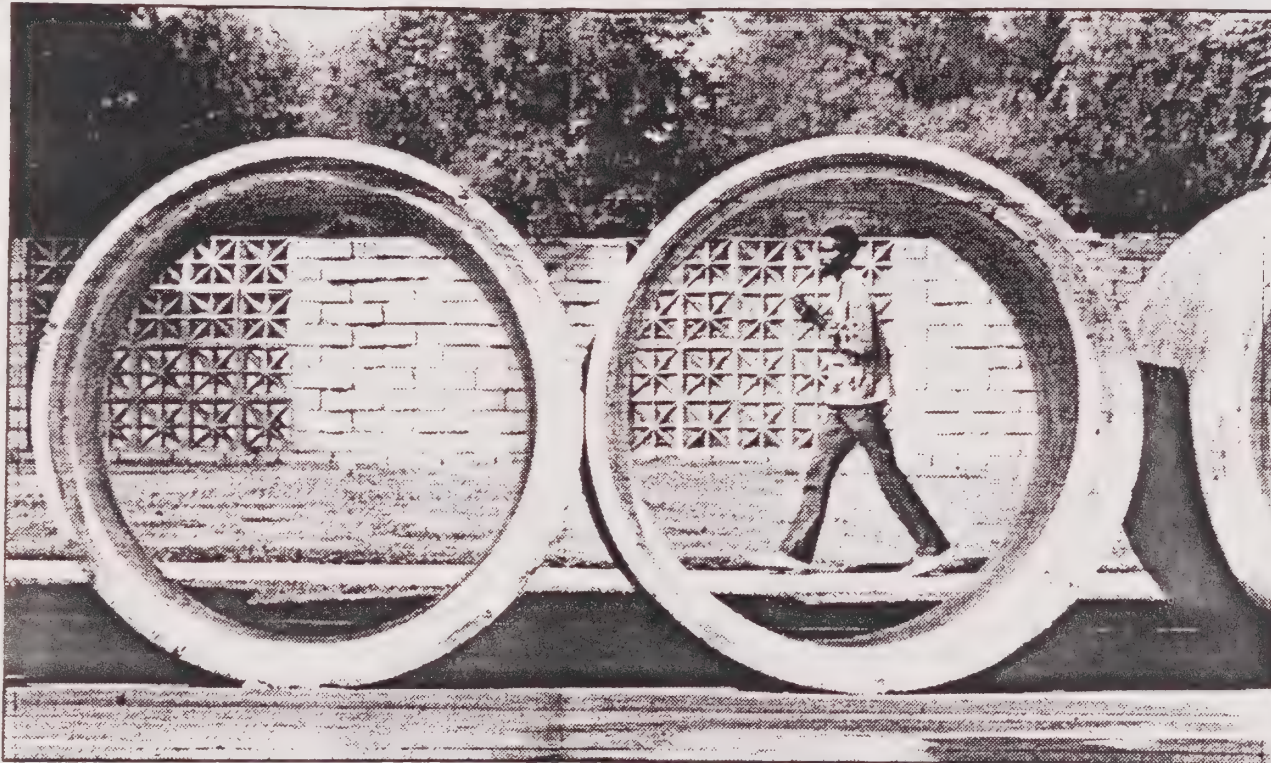
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VALLEY NEWS



KENNETH K. LAM / Los Angeles Times

Binocular vision—Storm drain pipes on Corbin Avenue focus attention on a passer-by.

Off-Duty Officers Told of Odd Behavior

Gunman Outside Church Slain by Police

By MICHAEL CONNELLY, *Times Staff Writer*

Two off-duty Los Angeles police officers fatally shot an armed man outside a Sun Valley church service after church members said he was behaving strangely, authorities said Monday.

The shooting occurred about 6 p.m. Sunday on a street outside Grace Community Church in the 13200 block of Roscoe Boulevard. The 39-year-old man killed was not identified pending notification of his family.

Detective Damon Loomis, 47, and Officer Shelley Gale, 36, were attending the service when they overheard church members tell an usher they had seen a man with a gun loitering outside the rear of the church, police said.

"He was doing things normal people don't do," Sgt. Sid Nuckles, of the Police Department's officer involved shootings squad, said of the man.

"He was running around talking to no one in particular, talking to himself, jumping around, acting

strangely. He was not holding the gun," Nuckles said.

Church members told the two officers that the gun was in the man's rear waistband or back pocket, Nuckles said.

When Loomis and Gale went outside, they spotted the man sitting in a car parked on Cantara Street at the rear of the church parking lot, police said. The two officers, who were not in uniform, approached the car and identified themselves as police officers, displaying their badges, police said.

"The suspect, while still seated in the driver's seat in the car, withdrew and pointed a loaded .22-caliber revolver at Detective Loomis," said Officer Joe Mariani, a department spokesman.

"The detective believed he was about to be shot by the suspect and fired two rounds" at the man in the car, Mariani said. Police said Gale also fired two shots into the car.

"The suspect was apparently unaffected from the gunfire and still attempted to point his gun at Detective Loomis," Mariani said.

al three times. The man in the car did not fire his gun. He was hit in the face and upper torso by the officers' shots and died at the scene.

Police said Monday they could find no explanation for the man's behavior. There was no evidence of drugs in the car, and detectives discovered no record that the man had mental problems, Nuckles said.

An autopsy to be performed later this week will determine if the man was using drugs at the time of the shooting, Nuckles said.

The officer involved shootings squad investigates all shootings involving police officers and turns its findings over to a grand jury.

Man Drowns as Suspect in 4 Slayings

Prosecutors declared charges Monday against men arrested in connection with the murder of four people in a house on Lake View Terrace in August.

Deputy Dist. Attorney Jenkins said prosecutors have sufficient evidence to charge Nash Newbil, 52, of Lake View Terrace with being an accessory to the murder. County records show Newbil owned a house on a block of Wheeler Avenue where the killings occurred, said rock cocaine was found from the house.

Prosecutors filed charges against a fifth man Monday. Jenkins said the man filed against Le Roy V. Sylmar. Wheeler Avenue police last week in connection with the Sept. 25 murder of Anderson, 24, in Lake View Terrace.

Also charged with the quadruple slaying are Antonio, 30, and Levie Slater of Pacoima. Antonio is charged with being an accessory to the slayings.

The defendants are charged with the Aug. 28 murders of Anderson English, 24, of Pacoima; her 28-month-old son, Chemise; Andre A. Brown, 24, of St. Louis; and James Brown, 24, of St. Louis.

Wheeler, Bryant and Armstrong would face the double murder charge, convicted, are also charged with the attempted murder of English, the victim's son. The boy received injuries during the shooting.

According to court records, Bryant and Armstrong were charged in a 1982 murder charge against a man, dismissed and Armstrong was found guilty to voluntary manslaughter.

A-129

Reflections

Perry Riddle is on vacation.

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December 1, 1988

Mark Pisano, Executive Director
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
600 South Commonwealth Ave., Suite 1000
Los Angeles, CA 90005

PLANNING

DEC 02 1988

SOUTHERN CALIFORNIA ASSN.
OF GOVERNMENTS

Dear Mr. Pisano:

We have examined SCAG's draft *Regional Mobility Plan* (October 1988), with considerable interest. As you know, SCAG's Transportation and Communications Committee has voted to include "user fees" as a means of implementing the RMP. We looked for evidence that the RMP reflects this position.

The many items listed under the action plan for implementing the financial program (p. VI-8) demonstrate that SCAG's staff recognizes the necessity of including realistic, economic incentives, and of transferring the costs to users. While we congratulate the authors of the RMP for this important step forward, we note that these action items have been consigned to the periphery.

The RMP is inconsistent. It speaks of the problem principally in terms of desirable goals, namely "jobs/housing balance", "demand management", "facilities development". It offers no means by which we can reach these goals. It also makes a number of arguable statements.

We wish to comment specifically:

- o p. I-2 of the Executive Summary says "Solutions to the problem will be expensive." (the first sentence of the fifth paragraph). We disagree; this statement is true only if the recommendations of the RMP are implemented.

However, if, as we suggest, the emphasis is placed on the elimination of the marketplace anomalies, the community will be **saved** substantial sums represented by existing transportation inefficiencies and waste in public and private funding and other resources.

We suggest, therefore, that a fifth strategy be added to the four listed on p. I-4. It might read as follows:

Correction of the gross market failure in the automobile/truck sector by means of revision of our tax structure and other appropriate methods.

- o In the third paragraph of p. I-7, the RMP requires that rights of way be protected. SCAG should be aware that an invaluable property (the former West Santa Ana Branch PE R/W), now in the custody of the Orange County Transit District, is intended to be sold for subdivision. The Sierra Club is attempting to

protect this property; it would welcome SCAG's interest.

- o The RMP should recognize (p. II-1) that voters are generally supportive of transit projects. The success of recent transit ballot issues, compared to those for highway projects, is convincing evidence. In the past, the highway lobby has been able to prevent increases in the gasoline tax; the result of this policy has been greatly to its own and to the community's disadvantage.
- o Paragraph seven on p. II-6 seems to say that the citizens' preference for the automobile is immutable. We disagree. This preference, the cause of our discontent, is founded on the subsidy which the community now tolerates because the matter is not now part of our collective wisdom. Given understanding, we believe that voters will opt for its mitigation.

For the same reasons, we disagree with the conclusions set forth in paragraphs four through six, p. III-4. Transit cannot be efficient or attractive without patronage. We are faced with a chicken or egg, otherwise known as a catch 22 question. The commuter hungers for an alternative to his automobile and the over-crowded freeways. He cannot have it until he patronizes transit in sufficient numbers. And that cannot happen unless and until the economic incentives are reversed.

- o Parking management **alone** (see p. V-9) can be critical to reaching the goals of the RMP. The research of the Dept. of Architecture and Planning at UCLA (studies by Don Shoup, et al) provides very adequate proof of the efficacy of requiring maximum and reasonable fees for parking. The failure of our political leaders to recognize this is all that prevents us from achieving many of our goals tomorrow.

For instance, County employees, many of whom work in the Central Business District (CBD), are provided free parking. City (of LA) employees in the CBD are required to pay only \$25/month while actual costs are \$150/month. State employees pay \$32/month. Privately employed workers are usually provided free parking, even in the expensive CBD.

- o The OVERVIEW section, in the next to last paragraph on the last page, advises us that gasoline taxes would be increased by "at least 7 cents per gallon". We understand, however, that this increased tax is proposed only in order to pay for new highway construction. An increase of 7 cents per gallon, while desirable, is clearly insufficient to cure the causes of our extraordinary automobile-dependency, particularly since its impact is to be offset by new highway facilities.
- o We suggest that SCAG support a Statewide initiative to revise Article 13 of the State Constitution. This should be added to its list of action items. The initiative should include the following:

(1) Provision that **only** gasoline tax, license fee and ton/mileage charge yields shall be used to construct and

maintain roads and highways, provide police and fire protection to motorists and truckers, provide traffic engineering services, traffic lights, an appropriate portion of flood control expenses, as well as all other services to motorists and trucking interests.

(2) Provision that property tax and sales tax revenues shall be used **only** for the purpose of supporting school districts, libraries, police and fire protection (other than that necessary to motorists and truckers), parks, recreation, and all other relevant local government expenses unrelated to automobile and truck operation.

(3) Provision that gasoline taxes, ton/mileage fees and license fees shall be raised to accommodate these changes, and that property taxes and sales taxes be **lowered** to acceptable funding levels for schools, for adequate police, fire protection services, for reasonable library budgets and for parks and recreation, etc. **Provide that the gross tax level encompassing all local government tax sources shall not be permitted to be increased.**

The staggering corruption of the transportation market, and is the underlying cause of traffic congestion and of air pollution. It is futile to plan unless this is recognized and corrected. Since SCAG evidently understands that market failure is the cause of our dilemma, why does not the draft RMP reflect this as its centerpiece?

If it were given a prominent role it would obviate the need for complex "plans". The market mechanism can be relied upon to implement a more efficient transportation system; "job/housing balance" would become a reality, "demand management" would drop into place without further ado and there would, no longer, be a need for the construction or expansion of highway facilities.

The EIR is seriously flawed. The EIR claims that the RMP, as has been claimed for so many earlier Plans, will have an important impact on traffic congestion and on other environmental questions. The reality is that the RMP does not confront the hard political choices and, therefore, cannot be effective in addressing our problems.

The EIR (and/or the RMP) should be rewritten. The RMP should include realistic measures to implement its programs. Otherwise, the EIR should correctly reflect this omission. Correction of the pricing mechanism for automobile use is essential. Lacking this, the RMP, like its predecessors, is doomed to impotence.

Sincerely,


Stanley Hart, Chairman
Transportation Committee

PUBLIC HEARING

December 15, 1988

ROBERT PATERNOSTER - City Manager, City of Long Beach, Testimony attached.

RAY REMY - LA Area Chamber of Commerce

Mr. Remy stated that his purpose of testifying is to seek a 90-day extension on the adoption of the AQMP. He feels that there is much to talk about regarding the issues at hand concerning the AQMP in that it affects the life styles of every individual that live within this basin. During his tenure of working in public service and the state, he has never seen quite the interest on the part of the private sector on any given public policy issue. A comprehensive overview with regards to employment, jobs, housing, transportation and environmental issue should be looked into in order to have an effective plan. Mr. Remy requested that serious and honest discussion of alternative plan. There have been plans presented by such companies such as Automobile Club; and So. Calif Edison. Both plans report to achieve standards sooner and less costly to attain clean. Whether this program does or not is subject to review and Mr. Remy would hope the Air District and SCAG will approach this process. The Chamber is aware that there are 2 economic studies commissioned by SCAG, and feel that the information contained in the studies should be seriously waived as decisions on clean air are made. Over the next 90 days the Chamber will be offering their assistance is participating with the debate and dialog. The statement of adopting a plan and then further discuss it, merely evades the issue, because when you adopt a plan you adopt the basic assumptions that will fit into the State plan and the Federal EPA plan. Those basic assumptions can not be changed. Look forward to working with SCAG, and hope indeed to receive a 90 day extension.

MICHAEL HERTEL - Southern California Edison

Mr. Hertel stated that the Edison Company does support a strong AQMP, one that is viable. The Edison Company defines a "viable plan" is one that achieve the federal clean air standards as quickly as possible and at the lowest possible cost. He stated that he is confident that with the extended time that was made available (AQMP 45 days extension) and with the spirit of cooperation, clean air can be achieved. He presented some slides which compared the Edison Company's proposal as compared to AQMD's proposal. Mr. Hertel stated that they did a cost comparison of \$4.1 billion for the cost of their plan as compared to the \$11 billion for the District's plan.

RON BATES - Orange County Division League of Calif Cities

I am here today to provide the collective prospective of the cities of orange counties on the GMP. While the goals of the plans have merit, we are concerned about the basic strategic concepts the job/housing balance. Our concerns generally relates to have a concept that is operationally defined in the plan and the lack of clear specificity for implementation. It was pointed out in the plan that several jurisdiction are currently using the J/H strategy in the development of their communities with the goals to become better balance. This approach makes good sense, we beleive however that the extrapolation of the concept through a regional prospective maybe seriously misplaced as operational wise in the plan. As we view it the plans suggest redirecting future incremental growth regionally by punishing individual jurisdictions for prior actions over which they have had only partial control. The plan assumes certain intervention into the market will result in predictable distribution of growth. Some of those assumptions we suggest are misinformed. One assumption is that future job growth is discourage one sub-region will automatically transfer to another. If that does not occur, the region could loose that economic growth entirely. Even if we are to add incentives for relocation as the plan suggest by taking revenue from one area and giving it to another to write down business cost, we still cannot mandate that a business moved to a specific location. Futher this plan clearly favors some areas economically and it's certainly okay, however, we object when this occurs at the expense of other sub-regional areas. We have several other concerns about the j/h balance such as its apparent lack of sensitivity to the type of new job development in some areas, and are collective ability to redirect that job development. A very significant concern rest with what we see that is obvious deficiencies in some of the implementation strategies. Specifically, we feel that the EIR is deficient in identifying the full socio-economic impacts of radically defining local government finance as suggested in the attached strategies. Neither the plan or the EIR identify the implications for existing city services if we take the incremental growth on sales, property tax, away from cities and counties. Ladies and gentlemen, I don't know about your individual jurisdictions but I do know that the vast majority of orange county cities rely on the growth of those incremental revenues that pay for salary increases, police and fire that exist in providing infrastructure projects for our local governments. We suggest that it is some what at this point irresponsible to local government financially to include such alternatives without fully addressing up front the implications. We do understand that some modification to the definition of J/H balance are being introduced, and think that it is a great idea and definately moving forward. We want to share some of specific concerns, so that you can appreciate the level of consideration that the Orange county cities have given to this particular issue. What we are asking for is that this process be delayed for 90 days in order to allow us to work with the staff of SCAG and the District to fully appreciate and identify the implications of the GMP, and certainly realized the difficulty you have in trying to put together a plan that is successful for the entire region, and do want to cooperate in that endeavor, but we want a plan and very much will support a well mean and balance approach issue which has widespread support and clearly embodies equitable treatment for all the communities involved. Thank you for your attention.

BOB DUNEK - Executive Director

Mr. Dunek representing the Steering Committee of the Orange County Division is concerned that probably most jurisdictions within the region may not appreciate the extent to which all of the regional plans. We find it difficult to find combine comments on particular plans solely on specific components. For example j/h strategy is a major under penny concept of all of the plans. We do have several concerns about how the growth management plan in the j/h balance is operationally define as Ron Bates previously mentioned. At this point we want to re-emphasize our concern for that concept to the extent that it is a component of the Regional Mobility Plan. In the letter sent to President Griffin we attached the recommendation of the cities of Orange counties on each of the plans. Those recommendations were adopted unanimously by the cities at the November 17th meeting. At this point however, I want to highlight our recommendations solely on the RMP. The city of Orange County essentially agrees with the recommendations of the OCTC on the RMP which included: 1) that the RMP should continue to be reconcilled with the Orange county 20 year transportation development plan as it is now developing. 2) that SCAG should reexamine the feasibility of the finances requirements for the plans both in terms of the overall costs if possible in political support. 3) that the j/h demand matters be re-evaluated to set more resonable goals to which we have the need to re-constructualize the operational definition of the j/h balance; and 4) that SCAG should reconcile demographic projections with those of other agencies. The fifth recommendations by the city outline the requirements that SCAG develop the consensus with local jurisdiction regarding the establishment of any regulatory structures proposed for regional administration. There is a recommendation adopted by the cities of Orange county which actually apply to all of the regional plans, and that was presented by Ron Bates, we are requesting that you continue adoption of these plans today which apparently will happen. We feel more time is necessary to build wide spread support in a solution for a regional problem and to address the substances and defienicies within the current plan. We are asking however that SCAG undertake another approval process for these plans. We believe that this is a significance and vital important issue that the Executive Committee of SCAG should be guided by a vote of all the affective jurisdiction during the General Assembly. We certainly appreciate the hard work and dedication of the EC and very much respect your abilities but we believe these plans -- and if the implementation is to be successful, must rely on the support of the jurisdiction. An action of the General Assembly certainly affect a much wider franchise an empowerness of all jurisdictions of the region in their stronger commitment to the plan. We think this process is the right thing to do. I also want to thank you for you on-going support of the AQMP. Tomorrow Counc. Richard Ackermann of Fullerton will represent the interest of orange county cities before the AQMD. In consistent with our views on the other plans we believe that efficiencies go far beyond questionable procedures and want to urge serious evaluation of the AQMP in some areas of substance. In our opinion the time delay must be put to good use so that a well balance plan may be acted upon next Spring. Thank you for your attention and on-going dedication.

EVELYN HEIDELBERG - Calif Council for Envirmtal and Economic Balance
DAVID HARRISON

Testimony attached.

MARK FUTTERMAN - LA Amer. Institute of Architects

Our Chapter is committed to the quality of the environment in which to continue our leadership community role as designer and caretaker of this environment. We submit the concept of regional planning and management, the cost which is undertaken and key elements of the proposed SCAG and AQMD regional planning. We further believe that the region needs to undertake its responsibilities to maintain our own control of the planning, legislation and decision making and limit the possibility of outside interventions. We commend the major efforts of SCAG and AQMD. Your proposed plans is right to the core. They will have enormous impact on all of our lives, impact to which the plans themselves are very difficult to understand. We believe that your proposed plans are just the first step of the process and that much more needs to be done. We urge SCAG and AQMD to undertake significant additional studies of the social and economic impacts of the proposed plans and communicate these so that people can understand because their lives and livelihood will be affected and encourage more public debate about the alternatives. The LAAIA is particular concerned with the following issues: 1) SCAG and AQMD plans be coordinated with the goals and objectives of LA 2000; 2) that there is clarification of the relationships between landuse and transportation components of the plan and impact urban form and a variety of regional- sub-regional and local status. This should include futher study of the galaxy concept and other new prototypes and models, transportation facilities including, alternative fuels and demand management, open space and conservation, and energy and conservation; 3) that an urban element included in the planning process which interpret and visualize the effects of policy upon urban and architectural form an area which we think the plans do not adequately address and which is critical for the implementation. Establish a process in which regional and larger scale directives can be achieve through sub-regional and local design and create a new form of qualitative control to reform and/or replace zoning codes and regulation; 4) thinks there needs to be further study of the impacts of the restrictions on coding, solvents, deliveries and building processes among other among the building industry. The Board of Directors and LAAIA will instruct its committees to research analyze, report and make recommendations concerning these regional plans to the LAAIA Board on an on-going basis. Discuss these issues with other AIA Chapters of So. Calif. and sponsor local seminars and other events to discuss alternatives positions to develop some consensus about action. Further more to assist in a more comprehensive understanding of the architectural and urban design implications of all of the proposed actions.

EDRIC GUISE - BIA of So.

Testimony attached.

DAVID CAHN - So. Calif. AQ Alliance of CMA

Because of the developments on the continuance on the actions on the EIR and AQMP. I'll change my comments a little. But I did want to refer back to the June meeting, when these documents were first release. At which among several recommendations I recommended the public be truly advised of the impacts and costs of these programs, and secondly that the scientific issues regarding the correct control measures strategy the ROG vs NOX be resolve in a technical not a political nature. In the intervening months, I believe that neither of these objectives have been achieved. We still have 2 or 3 alternatives control plans being battered about and as of yet there has not been a scientific agreement regarding which combination of these plans are correct. Secondly, have several economic studies one of which -- on the District's part estimated the cost of sixty cents per day per person. Since it appears it is going to be a continuance of these matters, and I will echo Mr. Remy's comments and strongly urge that this be a period for thorough analysis and if necessary revision of these plans, and not just a tip of the hat to seek requirements for additional public notice and public input. It was very interesting to me to read in the EPA advance of public rulemaking on the federal implementation plan the following comment "with regard to their observation that an approved AQMP could end up in their hand in late spring of 1989". Based on that timing EPA says that "if this draft plan is submitted to EPA it will proceed by at least 2 years of the national submittal deadline for post 1989 SIPS suggested by EPA post 1987 ozone CO policy proposal. I mention only to dispell the idea that there is this draconian sort of tamistry over our head in the basin if we don't adopt a plan as quickly as possible and send it off to EPA. I am not suggesting delays in the manner of the time period much greated than the 90 days, but what I'm saying is let's take the time necessary to resolve the issues of the correct control strategy to adequately determine the economic impact of the strategy and to give the media time to get this word out to the public. Let's stop the bickering back and forth between good guys and bad guys and trading of accusation and get the people to understand what this plan will be, and if this takes 100 days or 10 days than that should be the time schedule it should be. After I think we all want this plan to succeed, and we are asking for this delay not for the sake of delay of which we have been confused quite often. The reason it is so important we feel that indeed the public understand what the impacts are before the plan go into effect. To find out that we have taken the wrong path on control measures, or to find out that there are major economic and socio-economic impacts of these plans which people are not aware of, will create a back-lash and could possily derail a plan that we have spent so much time in putting together.

STEPHEN KAUFMAN - Sierra Club

Mr. Kaufman stated that he is offering comments of a general nature that we endorse the intent of the draft but urge some changes be made in both policys in detail as suggested in our letter. We have supported Metro Growth Management and policy statements drafted as early as 1977 and we afford this effort as a first really meaningful metropolitan step to attack a serious problem generated by the region's rapid growth. But it's only the first step. We hope that SCAG will not wait 5 years for something to happen. This fast growing region cannot afford any delay and it will take years I'm sure just to get the correct machinery in place. On a related matter of growth control initiative (Chapter 5 Appendix 6) take very negative views of a desparate public effort to set things right. SCAG should appreciate the growth control movement and seek to guide it in a more constructive direction, and not side so completely with the development industries' scare tactics. Significant open spaces in relations to growth management is seriously neglected in the report. Therefore in the urban an sub-regions and there expansion in the others are ignored in the body of the report. Appendix 3 even though resorted to urban form completely omits any mention of open space as a counter point to development, giving form articulation and breathing space for the urban region, nor does it acknowledge open spaces as gradual and relieving the uniform blandness of ----- residential development. These are serious facts to which I hope will respond. The presence if Appendix 5 in regional open space item 7 summarizing are not sufficient either. More specifically item 7 of course ignores open spaces within the urban and urbanizing region because appendix 5 concentrates mainly on components of an outer area. The full report ignores the fact that as population grows now there is even more need for open space to relieve the crowding and the spreading. This is a regional as well as a local issue which requires regional guidance as to standards and policies in this growth management. In conclusion we would like to add a comment or two on the overview integration on the three plans. Finally to reiterate our satisfaction that this is the first SCAG plan to include a Growth Management proposal we are glad to see a grasping an trying to handle growth control and guiding into productive and regional and local channels. We think the report will be a good step forward.

BETH LEEDS - Envirnmтал Protection Consultants

Would like to go on record with regards to your proposals concerning energy conservation and mass transit, and also clean burning fuel. Most Californians wait the opportunity to be able to purchase clean burning fuels. Pat we want to give your our commitment and our support. We want to modify our lifestyles by participating in some type of project for clean burning fuels. Thank you for the time.

CAROLYN WOOD - Laguna Beach

A major concern is the implementation portion of the program. That was brought out that there will possibly be a regional local task force set up to do this which I feel will be very helpful and is absolutely necessary. There are 2 major concerns that we have are 1) j/h balance based on just statistics. With reference to an article in the OC register which stated that it looks like more jobs coming to SOC that will be reducing our congestion. Taking the # of jobs and opportunities based on the # of housing opportunities and if you reach a certain bound it breaks. South Orange County (SOC) has a UPS depot. The concern is that people who work in OC would not be able to buy locally. Anyone buying in OC today with the exception of affordable homes, have to working somewhere today, and have to have nice salary to afford homes. 15% of people living in OC could qualify for an affordable home in OC, so the concern is that we are developing these jobs that on the surface looks like it is balance, but in fact every job that you create is requiring someone outside the area to work. The concern is that we are balancing the traffic. This should be look at on a regional basis and looked at for reality not just what statistics say. Comments on Transit - stated that she was born in LA and raised and at that time they had red-street cars, no buses, you had no alternatives. There was one car per family. During the war there was gas rationing -- what happened every one used public transit -- there was no alternative. During the oil-embargo we had a big increase in use of mass transit -- because there was no alternative. Now it has been said during the Olympics we had everybody cooperating, but everyone knew it was a limited thing. So you cannot change legislative behavior you have to have real need or a crisis. I think there should be consideration giving to -- instead of building your freeways first use or focus on transit. I support your program and wishes SCAG success.

MARIELLE LEEDS - Resident of Laguna Beach

I came here by carpool and look forward to being able of having a choice and also look forward to having a choice of my mode of transportation in the future. I would like to commend the SCAG and AQMD and the speedy response to public comments. In orange county public comments usually takes months and they are not very adequate. I support AQMP but have the following concern pertaining to air quality: As far as health I have the pleasure of knowing a lady that lives nearby, and she is 86 years old. She has been told by her doctor she have acquired a very serious health condition that is the direct result of poor air quality, and he suggested that she move to another area which is less polluted. She has live in orange county for 40 years and does not desire to move away. However, this air quality of the region does improve she will have to move. She is now losing hope and feels that not much can be done, and then it's probably too late anyway. I told her that something is being done and I told her about the AQMP and said hopefully it would get the ball rolling for cleaner air. On a local level I wish that our OC Bd. of Supervisors would stop continuing doing business as usual with uncontrolled growth and help to improve our existing over-capacity systems and infrastructure. I too hope that your implementation plan is as strong as the plan itself, because I know Orange county has been talking about growth management and I also know that when you talk about implementation there's nobody home.

I have you have a strong implementation program. It is my hope that you don't delay the project any longer, there is a study that I read about economic impacts, and it reminded me a little bit of a college study about the sensible growth issue and that study (Chatman college) seems pretty bias in my opinion as far as the impacts that it would create, but also reminds me of this one -- this plan will cost each household a certain amount per month, well if the plan isn't implemented what will it cost per month in health bills. I'd like to see an economical impact of the policy.

STANLEY HART - Sierra Club

I agree with most of the people that have presented their comments today and the fact that there should be a delay of at least 90 days in regards to the Plan. The RMP and the EIR is a flaw. It is flawed because it does not deal with central issue especially in transportation air pollution problems as well as the economic and social concerns. I'd like to illustrate my open remarks with a statement in the RMP in Pg 26 paragraph 7: "That our purpose of the automobile is immutable. We disagree. This preference which is essential to the entire LA syndrome is the result of a staggering substance which are tolerated by our community to the automobile. Since we identify the problem as being attached to economic factors the problems can be resolve only by correcting the economic tilt towards the automobile and truck. We don't want to be negative in this matter and we are making 3 positive action items which can be usefully included in the RMP. We feel that a 5th strategy should be added to the 4 strategies listed on page I-4 that strategy is correction of the gross market failure in the automobile and truck sector in and the economic factors. 2) that parking management techniques be required to tax or otherwise be required to be paid for by the user. So that the market place can function in the commuter area. At present time many large commuter employee groups are provided free parking which add enormously to the burden of commuter traffic. 3) finally the RFP Should include a commitment by SCAG to support a state-wide initiative to the following things: It should revise article 19 of the state constitution, more specifically this issues should include the following items: when gasoline tax, license fee and tax mileage tax shall be used to maintain roads and freeways, provide police and fire protection for motorist and truckers as well as all other services relating to the trucking industry. There should be a provision that property and sales tax be used only to support schools, police, fire department and libraries and other local governments unrelated to automobile and truck operations. 4) that property and sales taxes be lowered to an acceptable levels in an orderly fashion and that gas taxes be raised to accomodate these requirements. Provide that the gross tax level and encompassing local government tax sources shall not be permitted to be increased. In the RMP it states that the solutions will be expensive and we agree. The solutions suggested by the RMP certainly will be expensive in fact I believe the expense level is understated. However we believe that our suggestions when implemented will save the community billion of dollars annually. We wish to leave you with this thought, there is really no alternative to breaking this market place catastrophe.

ROBERT GETTS - Western Oil and Gas Assoc.

We are one of the organization in the area that has proposed an alternative to the AQMP. Over the past several months our Association has been involved in a very thorough review of the AQMP and we've been getting alot of assistance from outside experts in the field of air quality. Using the same computer model and additional data use by the District in formulating their proposed plan, the Association is attempted to determine if there is a more effective and helpful alternative to the path to clean air. Our analysis thus far indicate that while the District's proposal is certainly a good stept in the right direction there is at least one and possibly one alternative that could indeed provide residence of this region clearer more helpful air in the proposed AQMP. The alternative we have identified not only meets clean air standards faster but does not rely on the unknown technology as does the District's proposal. Under the "better off alternative" (as we refer to this plan) concentrations in the basin will be reduced about 20% by the turn of the century than they are in the proposed AQMP. The number of people exposed to ozone levels higher than the federal standards will be reduced 80% below the level reached under the District's proposal, and the number of people experiencing significant lung discomfort after heavy exercise through the high ozone would be reduced about half the number affected similarly under the AQMP. This alternative that we are referring to doesn't really alleviate that much from the District's proposal. First the alternative focuses its primary attention on reducing ozone. This pollutant is recognized by most scientist as posing the greatest health risk to people. It is also the pollutant that exceed standards by the greatest amount. Rather than to attempt to reduce simultaneously the major components of ozone reactive organic gases or ROD or NOX as the AQMP attempts to do our altenative places emphasis on reducing ROD. Scientific evidence indicates that reducing ROD will lower the ozone levels faster and thus provide much greater health protection to million of people in the LA Basin. We would like to point out that the local alternative for incorporates 98% of the District's proposed ROD measures many of these directly affects our operations in this basin. But it goes much further than a AQMP that call for stricter controls on ROG emissions. It will also eliminate the need for a number of tier 2 measures except the requirement for reducing ROD emission from solvents and coding. We have been briefing SCAG staff, some elected officials, and we are urging the District to thoroughly evaluate our proposal and the other information that is surfacing in the community not only on alternative measures but the socio-economic data. We think this information is very important in producing a plan that will give this area the cleanest most helpful air.



**building industry association
of southern california, inc.**

December 14, 1988

Honorable Norton Younglove, Chairman of the Board
South Coast Air Quality Management District
9150 Flair Drive
El Monte, CA 91731

Honorable Donald Griffin, President
Southern California Association of Governments
600 So. Commonwealth Ave., Su. 1000
Los Angeles, CA 90005

SUBJECT: -REVIEW TIME FOR AQMP ALTERNATIVES
-BIA/SC PARTICIPATION ON DISTRICT'S AQMP TASK FORCES

Gentlemen:

The Building Industry Association of Southern California (BIA/SC) appreciates this opportunity to provide further comments on the Draft Air Quality Management Plan (AQMP). Over the past year we have worked with the South Coast Air Quality Management District (District), Southern California Association of Governments (SCAG), and numerous other organizations throughout the basin in developing our Association's responses to the AQMP. We appreciate the attitude of both the District and SCAG in helping to clean up our air basin while recognizing the need to preserve Southern California's economic future and quality of life.

The following comments address our concern that additional review time is needed for the recently introduced AQMP alternatives, and outline our desire to participate on the District's AQMP task forces.

REVIEW TIME FOR AQMP ALTERNATIVES.

As we have stated all along, BIA/SC supports the air quality goals expressed in the AQMP. We feel strongly that the plan submitted to EPA should include only those reasonably available measures, in the order of their cost-effectiveness, which will demonstrate attainment of all standards by the earliest achievable date.

BIA/SC is concerned that as a result of the AQMP's heavy emphasis on NOx reduction measures, the draft AQMP will require an 85 to 90 percent reduction in hydrocarbon emissions to attain the ozone standard. Many of the AQMP's hydrocarbon reduction measures rely

on technological breakthroughs and potentially unenforceable transportation control and land use measures. In contrast, we understand that the two alternative AQMPs proposed by the Western Oil and Gas Association (WOGA) and Southern California Edison (SCE) propose emission reduction measures which are based more on proven technology. At this point we have not had the opportunity to thoroughly review the alternate AQMPs.

The above issues are significant because if the AQMP's existing mitigation measures do not work, the District may be legally required to adopt and implement other more oppressive measures which could severely damage the economy. More specifically, we are concerned that when the AQMP is incorporated into the State Implementation Plan, it will become legally binding and enforceable even though a more cost effective approach is discovered. Therefore it appears crucial that the District adopt an AQMP which will attain clean air goals while creating the least disruption for Southern California's economy and residents. After all, if the District later decides that it is necessary to control NOx or other pollutant emissions to a greater degree to attain an air quality standard, it has the authority to do so even though those measures are not in the AQMP as initially adopted.

BIA/SC therefore strongly recommends that the SCAG Executive Committee and the District Board postpone adoption of the draft AQMP for 180 days or until their staffs can complete a comprehensive and objective evaluation of the alternative AQMPs. On the surface the alternative AQMPs may well attain the ozone standard and perhaps the PM-10 standards more expeditiously than the existing AQMP at approximately one-third the cost. Surely the residents of the air basin deserve adequate consideration of alternatives which could attain clean air more expeditiously and possibly save jobs.

In light of the two AQMP alternatives, the District should also recognize the U.S. Environmental Protection Agency's (EPA) statement that they will prioritize mitigation measures that attain clean air faster. SCAG and the District should take the time to insure that the AQMP they adopt will attain the standard as quickly as possible with the most cost effective measures available. EPA is on record that if the AQMP is adopted as scheduled, it will be submitted two years ahead of the EPA's own schedule for preparation of its plan for attainment. In addition, a 180 day postponement to evaluate the two alternatives will not delay ongoing rule making. There is every good reason to postpone adoption.

BIA/SC PARTICIPATION ON DISTRICT'S AQMP TASK FORCES.

We are enthusiastic about the opportunity to address the transportation, jobs/housing balance, and socio-economic impact issues which we understand the task forces will focus upon. In addition to Mr. Bart Doyle, our General Counsel, I would personally like to participate on the transportation and

jobs/housing balance task force. Mr. Rod Hanway, our Riverside County Region Executive Officer, has volunteered to participate on the socio-economic impact task force.

On May 3, 1988 I received a response (from Mr. Eugene Calafato) to my letter expressing interest in membership on the District's Advisory Council. While I am still very interested in membership on the Council, my participation on the proposed task forces will not allow me time for the Council as well. When the task forces are dissolved I will again have time available for the Council.

As indicated by our continuing involvement in the development of the AQMP, we look forward to helping clean up Southern California's air. BIA/SC is thankful for your consideration of our comments.

Sincerely,

A handwritten signature in cursive script that reads "Kenneth Willis".

Kenneth W. Willis
Executive Vice President

cc: Suzanne Reed
Eugene Calafato

7. (C3, p. V-18, 3rd action). Replace the presently proposed action, recommending more subsidies for local roads, with:

Local Gov'ts,	Consider funding new and expanded	1989-
SCAG, Co. CTCs	local roads from direct or surrogate	2010
	road-user charges, and consider innovative	
	institutional arrangements to implement them	
	as alternatives to traditional and other re-	
	cent methods.	

Specific sample language explaining this was offered in the original comment and is incorporated by reference as an option.

8. (C3, p. V-18, 1st action). Revise the action to read:
"Develop local support for additional state and/or local fuel-tax funding for local streets and highways sufficient to meet backlogged and accruing needs."

9. (C35, new policy 12, chptr. IV, p. 11 of staff's RMP re-visions). Improve this policy to read: "The full range of costs of transportation improvements and alternatives shall be considered during their evaluation, including the costs of private automobile ownership and operation and including subsidies, both private and public and implied as well as overt."

10. (C37, new policy 31, chptr. IV, p. 13 of staff's RMP re-visions). Revise this policy to read: "Primary reliance should be placed upon direct charges upon users to finance transportation projects."

11. (C38, new policy 32, ibidem). Revise this policy to read: "Increases in the State and/or local fuel taxes and weight fees and flexibility in their use shall be supported to fund implementation of the adopted Regional Mobility Plan and its identified programs."

12. (C39, new policy 34, ibidem). Revise this policy to read: "Additional road-user charges should be introduced to reduce traffic demand, especially during peak periods, including peak-period pricing and fuel-tax increases."

13. (C42, additional unnumbered policy, chptr. IV). Add a new policy: "Providing user-side subsidies targeted to poor and disadvantaged people should be considered as an alternative to subsidizing transportation for all of its users."

14. (CC22-24, p. V-6, Table V-1). Change "Measures" to "Approaches", add "Transportation User Fees" to the 1st TDM category's approaches, add "Road User Fees" to the 2nd, and clarify the very last approach as "Peak-Period Transportation User Fees".

15. (C25, p. V-6). Insert a new paragraph after the first, showing the tradeoffs between TDM by pricing and regulation: "In general, increasing reliance upon user charges to fund capacity expansion and roads generally while decreasing reliance upon subsidies, overt or implied, will decrease the need for the additional regulatory measures recommended in this element. Conversely, increasing funding for capacity expansion from sources which do not give users control over what they pay according to the amount and costs of their vehicle use will increase the need to implement these regulatory measures and, if they don't work, even tougher measures."

Original
taken

EXECUTIVE SUMMARY OF COMMENTS, Requests for Changes
Final Regional Mobility Plan, December 15, 1988

I have labored at length to produce these comments. No matter how strong the inclination to dismiss them and rubber-stamp staff's recommendation, I believe they deserve positive action now, not months or years from now. I would not have bothered typing this if I did not think they merited the most serious attention. Thank you for being sensitive to this.

Page numbers refer to the October, 1988 draft of the RMP except where noted otherwise. Parenthesized comment numbers refer to the 15 pages of 44+ comments submitted earlier.

1. (C2) Please authorize staff to make editorial changes in the final, printed RMP so long as they do not change underlying intents. (I have submitted over 400 such changes.)

2. (C10, p. III-6, Local Streets and "Roads" subsection) Please authorize staff to include a bar chart(s), similar to those appearing in State Controller's reports on local road finance, or other graphic(s) which document the following for local roads in the SCAG region from FY 1972 to circa FY 1986:

- (a) the steady fall in road-user fees available or expended, especially the state's fuel-tax subvention, and
- (b) the steady rise in general-fund and other subsidies as a proportion of allocations or expenditures (for local roads).

Ideally, the figures used should be escalated according to the actual rise in prices for road construction and maintenance to date.

* 3. (C10, p. III-6, Local Streets and "Roads" subsection) Add language similar to this: "Also, the continuing real decline of the fuel-tax subventions for local roads has hurt local-government finance. General funds which today would likely be used for non-road purposes if the fuel-tax subventions had long ago been indexed to actual road costs are instead absorbed to shoulder the costs arising from motor-vehicle use."

4. (C16A, new policy 33, chapter IV, shown on page 13 of staff's proposed revisions to the RMP). This policy urgently needs to be revised to read (optional wording parenthesized): "Additional local transportation user fees-(and transit funding sources) shall be supported to fund the programs of the adopted Regional Mobility Plan." Please be mute about other types of taxes.

5. (C16A, new policy 36, chptr. IV, p. 14 of staff's RMP revisions). Revise this policy to read: "Substantial increases in fuel-tax funding for local streets and highways shall be supported to reduce backlogged maintenance and improvement needs. Priority should be given to rehabilitating deteriorated facilities."

6. (C16A, 1st action on new page VI-13, old page VI-9). This action urgently needs to be revised to read "Support local fuel-tax, weight-fee and other user-charge initiatives in all metropolitan counties" and replace the (then redundant) first action on the preceding page with this revised action.



THE IRVINE COMPANY

December 14, 1988

Mr. Mark Pisano, Executive Director
Southern California Association of Governments
600 South Commonwealth, Suite 1000
Los Angeles, California 90005

Subject: Regional Growth Management Plan

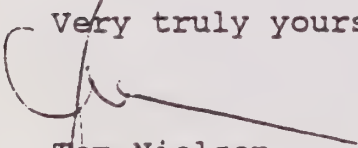
Dear Mr. Pisano:

We have reviewed the revisions to the Growth Management Plan and would like to indicate our support for the plan and the performance standard approach to achieving jobs/housing balance.

The revisions to the implementation program will allow local government to tailor jobs/housing strategies for local conditions to meet the goals of jobs/housing balance. We believe that this approach places the initial responsibility for air quality on local government and provides incentives to establish effective air quality measures as an integral part of the local land planning process. The challenge of meeting the air quality performance standards is now in the hands of local government. We as a landowner welcome the opportunity to work with local government to meet and hopefully exceed the standards.

The preparation of the Regional Growth Management and Mobility Plans by SCAG has been an enormous undertaking and you and your staff should be commended for a job well done. We appreciate the cooperative attitude and professional response we have consistently received from SCAG.

Very truly yours,



Tom Nielsen
Vice Chairman

THN/ah

cc: Harriett Warner
of Griffin
and others

regulations will be accepted as long as landowners are able to make some economic use of their property, and that open space is better protected by zoning it for such categories as agriculture than for large-lot residences. Provision for a fair-share distribution of low and moderate income housing is essential; and so is maintaining a detailed administrative record of the effort to secure passage of the proposal, every step of the way.

AFFORDABLE HOUSING

The fair-share low and moderate income (affordable) housing program is vital to successful growth management initiatives, if for no other reason than that opponents will seek to invalidate them by claiming the controls will not permit housing the poor. In fact, in this time of increasing average income, the average cost of houses has been rising much faster, and blame will be laid at the door of slow growth. We may be potentially contributing to the general shortage of housing with demands for high standards of design and for protecting open space and coastal areas. We can answer this by willingness to help supply the most serious part of the demand, the need for affordable housing. It is, in a sense, the opposite side of the growth management coin; the poor and homeless should not have to suffer from our actions. Upper income people have fended for themselves, and can well afford to, although grumbling at the higher cost. They are the ones who buy the bigger houses on the bigger lots, further and further away from jobs and business centers, constituting a major part of the growth problem. Growth control is our response to them, but there must be an effective answer supplying the needs of the poor and homeless, too.

There is, but it is complicated and involves many actors. It is a field in which the Club has had little or no experience, and perhaps, should rely on others for guidance. But we believe it is essential to be part of the solution, not the problem. Other than saying that, this paper can go no further. It needs to be the subject of another "message".

COOPERATION

Finally, we feel strongly that Sierra Club California should vigorously support efforts to bring together the three major interests: environmentalists and residents seeking growth control, developers seeking to supply the housing market, and public officials, to find common ground where the conflicts can be resolved in a workable and meaningful way. The Angeles Chapter made a start in sending some of its activists to the conference held by UCLA Extension last June, called "Searching for Common Ground". Growth management, we believe, can provide it.

Stephan A Kaufman, Chairman
SC/NRCC Land Use Committee

funds. Other, rather lesser, considerations would also enter into the decisions.

Any effective growth management system requires knowledgeable and reliable people to administer it and a fixed, fair set of procedures and policies so that developers feel they are being treated honestly. Also very essential is continuous citizen involvement and oversight to insure that limitations are observed as specified in the general plan and other policy statements and that the system is not subverted.

IMPORTANCE OF A METROPOLITAN APPROACH

The preceding paragraphs relate to any effort at growth control at local levels. But to be really effective and meaningful, it should be implemented at a regional, metropolitan or even state level, something never before tried in California. When a city limits its own growth severely, areas outside its borders will be impacted by developers seeking to tap the same market. Unless all those communities take parallel self-defensive actions, they will grow much faster and suffer similar difficulties in finances, traffic and school congestion, etc. In turn, traffic congestion can increase in the growth-controlled because of the longer commutes and lack of areawide public transportation; utility and sewer loads may also increase there due to the outer growth. It is better to rationalize the whole process from the start through a regional growth plan, programming for the entire demand in an orderly way. This is the kind of thinking behind the current and very commendable Oregon planning system. It should be emulated, at least in concept in California. The actual system, of course, must be adapted to our state's patterns and legal requirements.

In Oregon a state review body was established which first drafted a complete set of policies and criteria to guide local and metropolitan planning. These were reviewed by all interested parties, including cities and counties, and then modified and adopted by the state agency. The second step required each city, county and metropolitan agency to prepare or change its own development plan, including an urban limits boundary beyond which intensive development could not go; state review and consent was required before local adoption. This procedure parallels that set up for implementing California's Tanner Act (AB 2948 - Chap 1167, Statutes of 1986) requiring state, local and regional hazardous waste planning. The state now has its guidelines; local and regional plans have been or are being drafted; some units are now seeking municipal and state approval. Thus the Oregon procedure would be familiar to Californians and the pertinent issues could be determined, discussed and decided, with hopefully a minimum of confusion. The development of a statewide growth planning and management program is possible; it will, no doubt, require many voluntary efforts at regional control before a state system is accepted.

AIDES AND PRECAUTIONS

A valuable manual, "Using Initiatives and Referenda to Protect Open Space", was published in 1983 by People for Open Space in San Francisco and updated in 1986. A more comprehensive study, "Trends in Local Growth Control Ballot Measures in California", published in the UCLA Journal of Environmental Law and Policy (Vol 6, No 2, 1986) has been reprinted as a pamphlet. Both have some wise and useful conclusions and suggestions about such efforts. They point out that far-reaching

it's better to say that that approach simply abandons the ship of community choice. It's a decision not to decide what we want...Let's try the approach of determining, as a community, what we would like to see happen--and then try to achieve what we want...It's not a defeatist approach. It's an optimistic approach. It suggests that we really can, as a community, make real choices about our future...Unless we do try to achieve what we want, we'll never be successful." This is how growth management is defined, a way to achieve what we want, a deliberate and rational process building on a rational community plan.

THE GROWTH MANAGEMENT PROCESS

Growth management involves a major change in public and governmental attitudes from current laissez-faire, "development is always good" approaches.

As a reasonable procedure for considering each proposed development on its merits, growth management requires that there be, or be enacted:

1. A viable comprehensive plan setting forth accepted community goals and policies, including protection of open spaces for both public health and resource protection needs.
2. A satisfactory zoning ordinance based on the plan, setting desired density and other limits.
3. Standards for sound land subdivision and livable developments.
4. A well thought out capital improvement program for the needed expansion of services, balancing a) improvement of existing facilities with provision of new ones and b) public and private investment in those improvements in an equitable manner.

Thus, growth management plans indicate how, where and when urban expansion may occur in concert with the installation of needed infrastructure. It does not attempt to stop all development, but is the means for guiding the process of development to serve citizens' needs as provided by the cities, counties and special districts.

IMPLEMENTATION TWO APPROACHES

There are two major methods of implementation: 1) designating specific areas ready for new construction; 2) specifying the number of units to be built in any one year and rating each proposal under a system of pre-established point values as to its meeting or exceeding the established standards and needs. This is the way Petaluma set up the first growth management system in California.

Approach No. 1 is usually based on identifying previously installed services which can take care of new growth with little or no public expenditure. The development of unserved areas mandates thoughtfully set priorities with solid reasons for the choice of areas to be developed first. These might be such matters as open space protection, relative costs of utility extensions, transit accessibility to the community center, redevelopment opportunities, willingness of owners to fund needed improvements, etc.

The second approach usually calls for a once-a-year review in which each proposal is evaluated. This can result in a one-time allocation of permits to build an entire project, but more likely, it would allow large projects to be phased over a much longer period. The number of units allowed per year would be set according to the ability to finance all the needed improvements, using both public and private

31 August 1988

A MESSAGE TO SIERRA CLUB CALIFORNIA ON GROWTH MANAGEMENT

WHY THIS MESSAGE?

We now have an opportunity, taking advantage of the present enthusiasm for growth control initiative, to encourage support for a long range approach which will lead to permanently improved life in and near our cities. We want to encourage greater and deeper thought among the chapters and groups of the Sierra Club about growth control initiatives, the planning process, the growth management concept, and how to get the most out of such initiatives. Their purposes can be sound, and usually are; but if not thought through and carefully worked out, especially as to legalities and procedures, the result may fall far short of the desired goal or may even be defeated. We hope consideration of these comments will lead to adoption of a Sierra Club California policy statement on growth control and growth management.

GROWTH CONTROL INITIATIVES

The current spate of anti-growth movements and their growing successes are wholesome and heartening to many of us environmentalists. Indeed, the 1985 Policy Statement on Urban Environments of the Joint California/Nevada Regional Conservation Committees urged the use of urban growth management techniques to control development. This message reinforces that support in the interest of regulating development as a permanent process rather than relying on one-shot initiatives. Further, extreme or defective measures may generate reactions negating the positive values gained from intelligent control. In fact, it would seem that some proposals have been defeated because the opponents claimed they were poorly drafted and unclearly worded. A moratorium initiative is appropriate to allow creation of a plan and the regulations needed for growth management to be effective; but generally, a sound system of control is not established by just one initiative.

In a few instances where little change is required, a simple zoning amendment (e.g. Proposition U in Los Angeles reducing certain commercial building heights and bulk) is appropriate. But continued citizen vigilance is essential to ensure effective enforcement and prevent weakening amendments and improper variances. Mostly, what is needed is a program relating growth to the capacity for all public services. Los Angeles' new limits on new land development under an EPA directive, pending expansion of sewage treatment capacity, is a temporary, limited form of growth management. Decisions as to priority of development proposals thus become important but stopgap actions to meet a crisis in a single service. But with a change in public, and of course, official attitudes, it could become the start of a rational method to manage all growth.

An initiative can lay the groundwork and provide the first steps in the development of a growth management system but follow-up is essential thereafter, particularly in terms of appropriations for maintenance and operation of the system. Hence if passage of the original legislation does not engender support for a continuing effort, it might just as well not be started at all.

Santa Cruz County Supervisor Gary Patton said in discussing growth control, "the 'growth is inevitable' approach doesn't work--or maybe

*NERA
SAQMD*

ECONOMIC IMPACTS OF THE DRAFT AIR QUALITY MANAGEMENT PLAN
PROPOSED BY
THE SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

Dr. David Harrison

National Economic Research Associates, Inc.
555 South Flower Street
Suite 4100
Los Angeles, California 90071
(213) 628-0131

Prepared for

California Council for Environmental and Economic Balance
1512 14th Street
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Presentation to the Southern California Association of Governments

December 15, 1988

nera

NERA Study of The Draft AQMP

- Costs and Benefits
- Impacts on the Poor
- Health and Employment Impacts
- Feasibility
- Alternatives
- Recommendations

The Draft AQMP Will Be Enormously Expensive

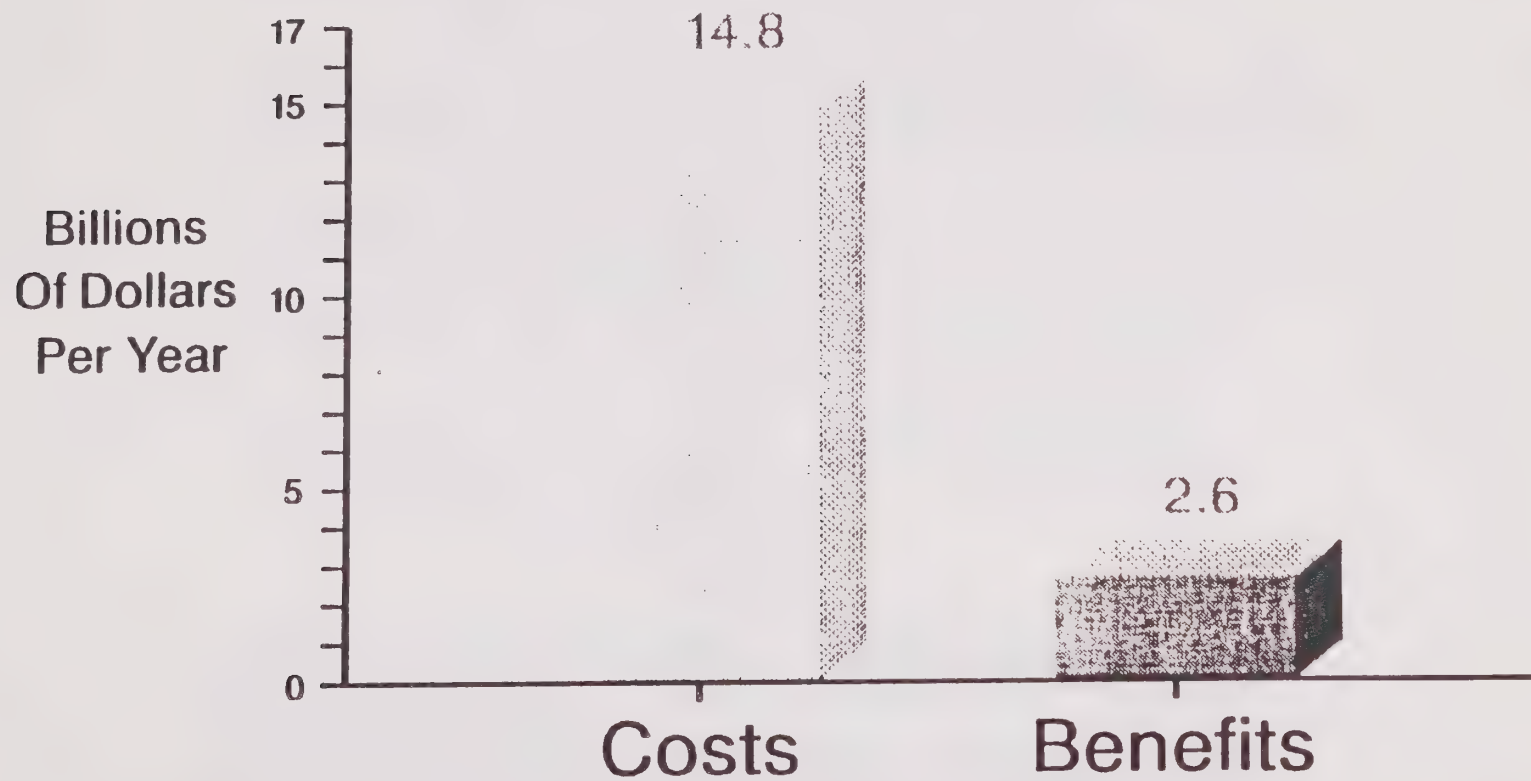
\$14.8 Billion Per Year Overall

Greater Than Total California
Sales Tax Revenues

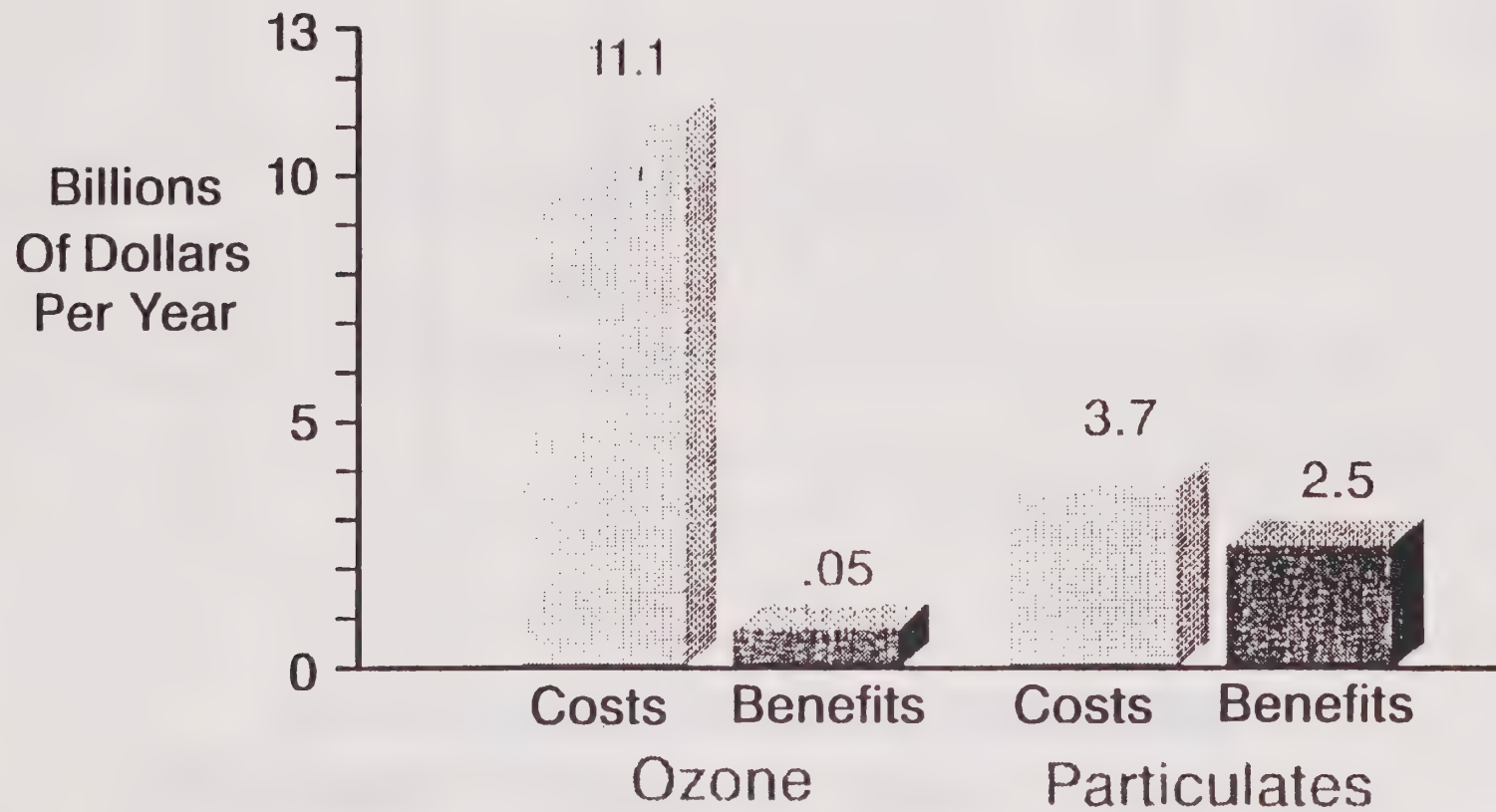
\$2,500 Per Household Each Year

\$50,000 Per Household as a
Lump Sum

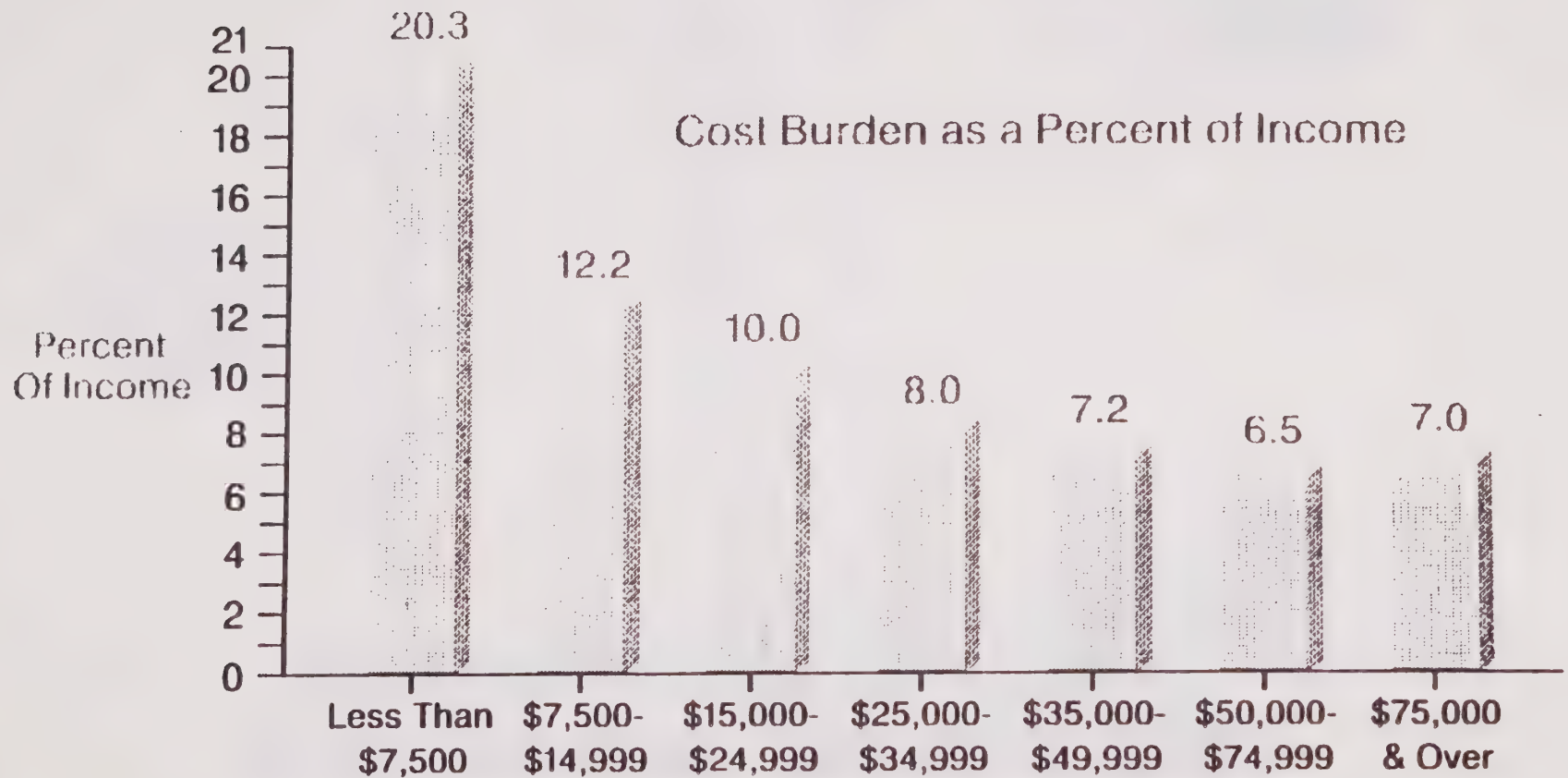
The Costs Are Much Greater Than The Benefits



Ozone Benefits Are Less Than One Percent Of The Costs



The Draft AQMP is Like a Sales Tax That Hits the Poor Hardest

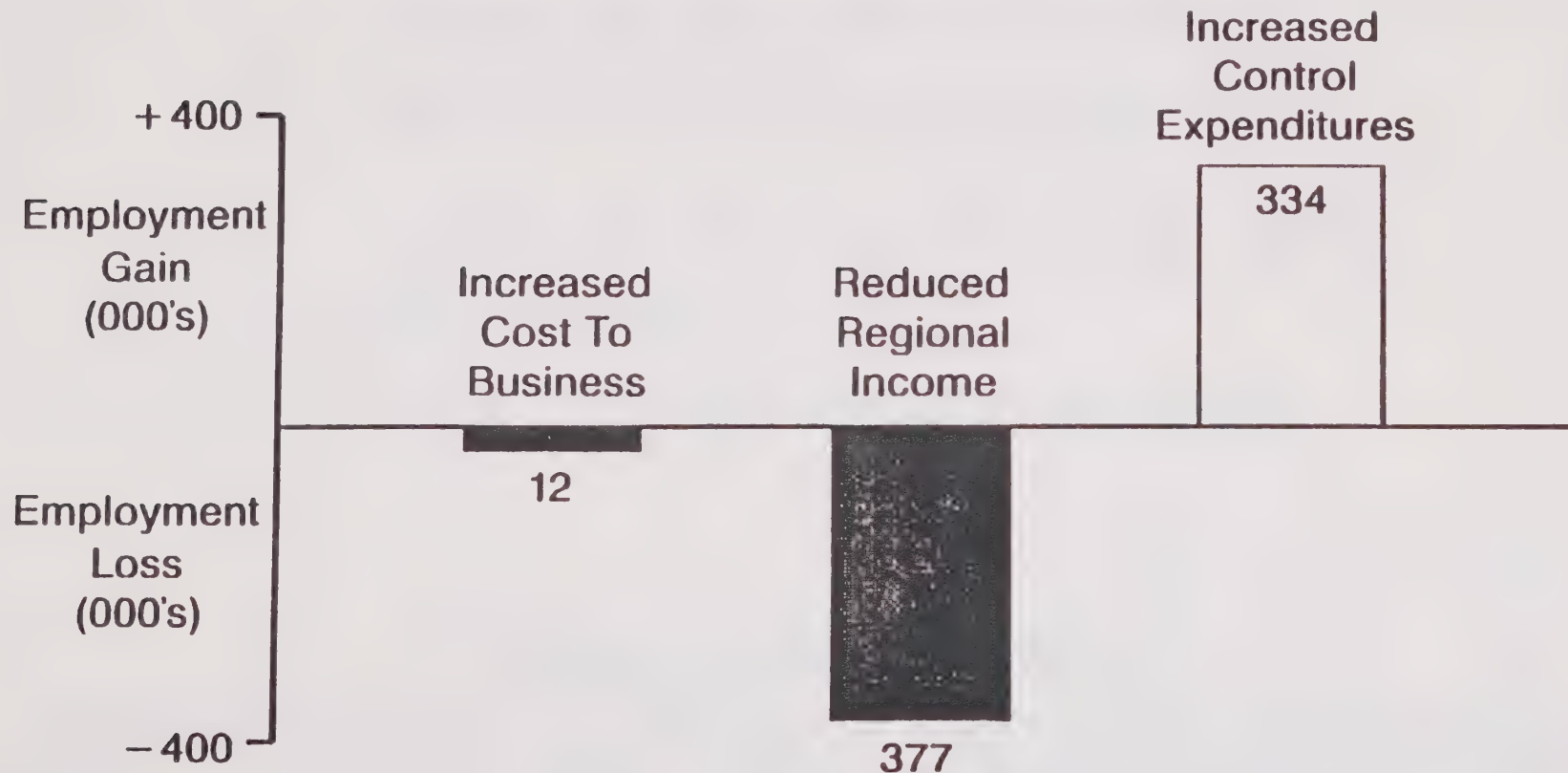


Impacts on Health and Employment Are Significant

Reduced Personal Income
May Lead to 4,000
Premature Deaths Each Year

Control Requirements May
Lead to 55,700 Lost Jobs

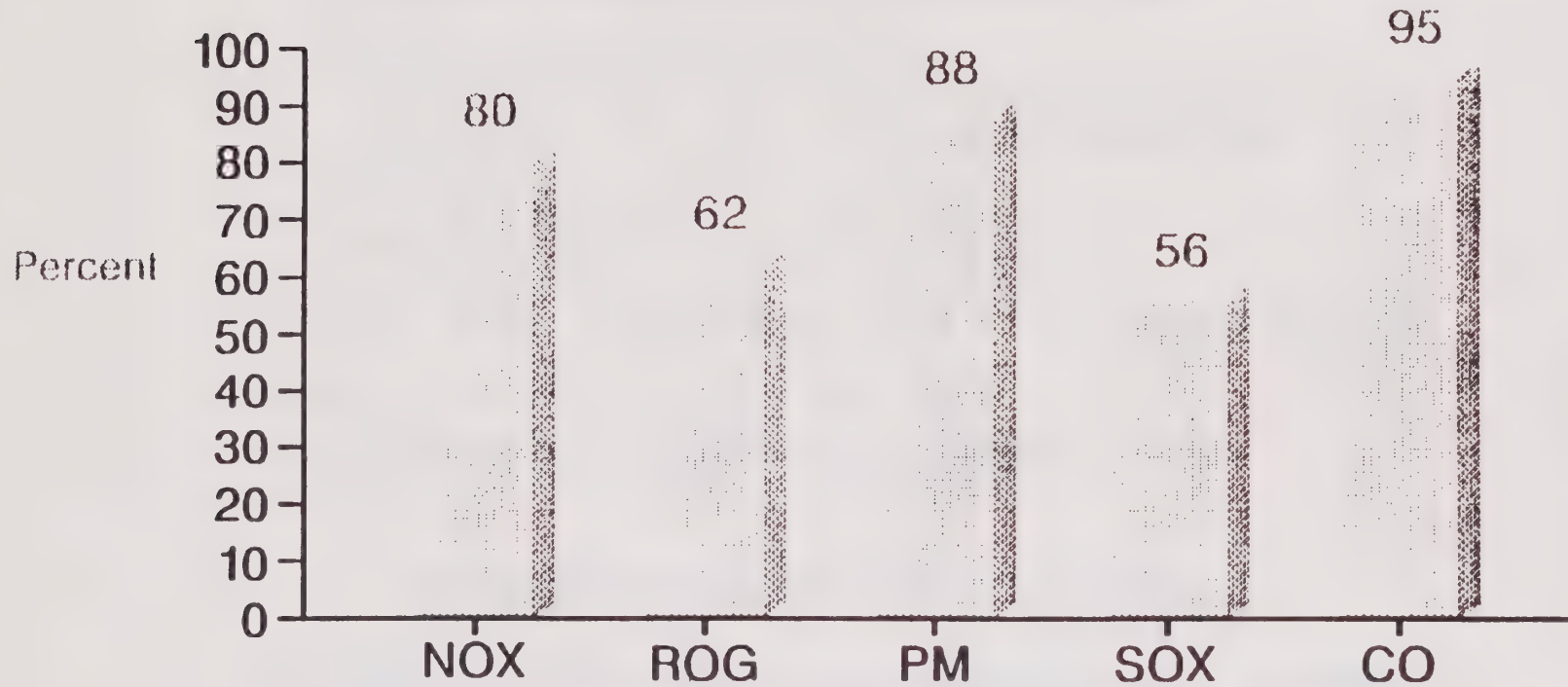
Employment Losses Will Exceed Employment Gains



Net Loss: 55,700 Jobs

Many Control Measures May Be Infeasible

Percent of Emissions Reductions
Outside the Control of the SCAQMD



Dramatic Increases In The Benefit-Cost Ratio

Relax Controls on Ozone

Get the “Biggest Bang for the Buck”

- ROG rather than NOx
- Cheap rather than expensive control measures
- Cost-effective rather than stringent standards
- Regulatory flexibility rather than rigidity

NERA Recommendations

Revise the Draft EIR

- Comparable benefits and costs
- Impacts on the poor
- Quantify indirect impacts

Modify the Draft AQMP

- Relax ozone controls
- Feasible control measures
- Cost-effective control requirements

FINAL REPORT
ECONOMIC IMPACTS OF THE DRAFT AIR QUALITY MANAGEMENT PLAN
PROPOSED BY
THE SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

Prepared for
California Council for Environmental and Economic Balance

National Economic Research Associates, Inc.
555 South Flower Street
Suite 4100
Los Angeles, California 90071

David Harrison
Project Director

December 5, 1988

EXECUTIVE SUMMARY

The South Coast Air Quality Management District (SCAQMD) issued a Draft Air Quality Management Plan (AQMP) for the South Coast Air Basin (Basin) in September 1988. The Basin consists of a 6,600 square mile area containing all of Orange County and the non-desert portions of Los Angeles, San Bernadino and Riverside counties. The Draft AQMP contains 160 individual control measures designed to improve air quality in the Basin and to meet the federal ambient air quality standards. The SCAQMD issued a Draft Environmental Impact Report (EIR) at the same time it issued the Draft AQMP.

This study estimates the economic impacts of the Draft AQMP. Our study takes as the starting point the information presented in the Draft EIR--although, as discussed below, we find the Draft EIR seriously deficient--and develops information on the costs, benefits and other impacts of the Draft AQMP. That information has led to several conclusions regarding the Draft AQMP.

Those conclusions are:

- The overall benefits of the Draft AQMP are much less than its overall costs. Using the underlying data and methodology relied upon by the SCAQMD, we estimate total costs to be \$14.8 billion per year and total benefits to be \$2.6 billion per year.
- The estimates of total benefits and total costs given in the Draft EIR do not appear to be reliable. The cost estimate of \$3.9 billion per year represents only a portion of the emissions reductions called for in the Draft AQMP. The benefit estimate of \$9.6 billion is not documented and could not be replicated.
- The \$14.8 billion in annual costs for the Draft AQMP is greater than the total sales tax revenues collected by the State of California. Control costs are similar to sales taxes in that most will ultimately

be borne by Basin households in the form of price increases for local goods and services, although a fraction--approximately 17 percent--will be borne by households outside the Basin. We estimate that the average Basin household will ultimately pay \$2,555 per year if the Draft AQMP were adopted, or \$51,100 as a lump sum payment. This cost increase represents the equivalent of tripling the general state sales tax for residents of the Basin.

- In addition to these monetary costs, certain measures in the Draft AQMP will lead to non-monetary costs--such as decreased labor productivity, less satisfactory commuting experiences, and decreased "quality of life"--that will increase the burden of the program on Basin residents.
- The Draft AQMP will also lead to indirect impacts on the health of Basin residents--including those resulting from reduced effective income--that may overwhelm the direct benefits of better air quality.
- The Basin will also suffer employment losses as a result of the Draft AQMP that will exceed the employment gains from control expenditures. We estimate that approximately 55,700 Basin jobs will be lost.
- The Draft AQMP will be particularly burdensome to the poor. We estimate that the percentage burden of costs is almost three times as great for households in the lowest income group than for households in the highest income group. Although control cost burdens represent 7 percent of income for upper income households, they represent 20.3 percent of income for the lowest income households.

- The poor are also likely to be disproportionately burdened by reduced employment opportunities in the Basin and by the indirect health impacts that follow from reduced income and increased unemployment.
- These overall benefit and cost comparisons mask an enormous diversity in the benefit-cost ratio for the various pollutants. The benefits of reducing ozone concentrations in the Basin--based on SCAQMD data and methodology--are only \$53 million per year, while the costs are \$11.1 billion per year. Thus, benefits are about one half of 1 percent of the costs for ozone. Even using an estimate of health benefits from another study--which would put Basin ozone benefits at \$314 million--the benefits would be less than 3 percent of the costs. In contrast, for particulates and sulfur oxides, benefits are \$2.5 billion and costs are \$3.8 billion, for a benefit-cost ratio of 0.7.
- Even apart from their benefits and costs, many of the individual control measures in the Draft AQMP appear to be infeasible, either because they depend upon large funding from other agencies or because they presume major technological advances in pollution control.
- The Draft AQMP could be modified to produce dramatic improvements in the benefit-cost ratio. Opportunities for improvement include relaxing controls on ozone precursors, focusing controls on the ozone precursors that appear to be most important in causing high ozone levels, focusing on the cheapest control sources, and relaxing standards for high-cost control sources. Some of these alternatives were identified in the Draft EIR, but were never evaluated.

- Although the U.S. Environmental Protection Agency sets ambient air quality standards, the SCAQMD has the responsibility to provide information on the public health benefits, costs, and feasibility of meeting those standards, and on the consequences of alternative policies. It does little good to produce a plan that shows "theoretical" attainment of the federal standards--disregarding the feasibility of control measures--or to identify alternatives without providing information on their costs and benefits.
- We recommend that the SCAQMD revise its Draft EIR to provide a more usable document and then modify the Draft AQMP to focus on feasible, cost-beneficial and cost-effective measures to improve air quality in the Basin.

Revised
Public Hearing

Testimony of the City of Long Beach
on the
Draft Growth Management and Regional Mobility Plan

December 15, 1988

The City of Long Beach is pleased to have the opportunity to comment on the draft Growth Management and Regional Mobility Plans prepared by SCAG. These are, perhaps, the most important documents ever prepared by your organization. They clearly identify and attempt to quantify the three major, interrelated problems facing our region: growth management, transportation, and air quality. They also recommend actions directed toward solving these problems, actions which are often costly and politically difficult. We applaud SCAG for taking this initial step in addressing the truly monumental problems which face us as a region.

The City of Long Beach supports the goals of the draft Growth Management and Regional Mobility Plans. We also support the basic strategy proposed for achieving these goals, a four-pronged approach which combines growth management, demand management, facilities development and system management. With regard to the recommended specific programs and actions, we note that many are sketchy in their description, are apparently complex and costly to implement, and require voluntary compliance by local governments and private entities. In light of these factors, we cannot at this time give our unequivocal support to each and every recommendation.

We recommend that SCAG undertake the following actions to build the support and mechanisms necessary to implement the goals and strategy of the Growth Management and Regional Mobility plans:

- o Convene a regional task force of leaders from the public and private sectors to raise the regional consciousness of the major problems which face us, and to build consensus toward solutions or toward the creation of entities which can plan and implement solutions at this scale. The City of Long Beach is fully prepared to participate in such a regional task force. (Note: This recommendation was included in the City's testimony on the draft Air Quality Management Plan on October 22, 1988.)
- o Create a management information system which will track progress toward achieving the goals of the new regional plans, on a regional-wide basis, on a sub-regional basis, and on the basis of individual jurisdictions. Since implementation of the plans is not based upon centralized authority, but rather upon voluntary compliance by every local jurisdiction, it is important that each jurisdiction understand its responsibility, be aware of its degree of progress, and be held accountable among its peers in the region.
- o Create a mechanism for establishing the sub-regional coalitions of jurisdictions recommended in the plans. The sub-regions depicted in Figure 1-2 of the draft Regional Mobility Plan should not be considered final. Rather, local jurisdictions should have some flexibility in forming sub-regional coalitions based upon guidelines set forth by SCAG. These guidelines should emphasize communities of interest, perhaps defined as reasonable service areas for sub-regional multi-purpose activity centers. It is our understanding that attainment goals for jobs/housing balance, provision of affordable housing, and air pollution emissions will be allocated to these sub-regions.

The draft Growth Management Plan places major emphasis on the need to create a better balance between jobs and housing throughout the region. The City of Long Beach supports this objective as a means for reducing peak hour traffic congestion and air pollution. We believe that this concept is consistent with the concept of sub-regional multi-purpose activity nodes, of which downtown Long Beach is one of many. We recognize that market forces tend to lead to improved job/housing balance over time, and we assume that the draft plan accepts and attempts to accelerate this natural trend.

Our support of the goals and strategy of the draft Regional Mobility Plan is somewhat tempered by a skepticism that the large modal shifts required for achievement of the goals can be achieved in the time frames prescribed. We are especially concerned that projections for telecommunications/work-at-home and shifts from auto to transit may be overly optimistic.

We also offer the following comments, listed by page number of the draft, on specific recommendations of the Regional Mobility Plan:

- p. V-16 Improvements shown for the Rt. 710 north of Rt. 405 should continue south of Rt. 405 to Downtown Long Beach. This is necessary to serve the projected growth of Downtown, the Port, and the Queen Mary/Disney area.
- p. V-16 We question how priorities were established among proposed freeway improvements. We note improvements to both Rt. 710 and Rt. 405 through Long Beach are included in the group for which foreseen funding is inadequate, whereas many of the freeways in the periphery of the region which might contribute to further urban sprawl are included in

the group for which funding is likely to be available. We recommend that improvements to Rt. 710 and Rt. 405 be assigned higher priority.

- p. V-24 The southeastern terminus of the proposed Coast Light Rail Line appears to be San Pedro. This line should terminate in Downtown Long Beach where it will interconnect with the Long Beach/Los Angeles Light Rail Line.
- p. V-34 As the operator of and the city most directly affected by one of the region's commercial airports, we request participation in the Airport Impact Mitigation and Management Study, the Super 150 Program, and any other regional airport studies undertaken by SCAG.
- p. V-39 The designation of the Consolidated Railroad Corridor should be changed to the Consolidated Transportation Corridor, reflecting the fact that the proposal for improved access to the Ports of Los Angeles and Long Beach involves both a consolidated rail line and a truck expressway.
- p. V-49 The map of the highway system of regional significance should not include Ocean Blvd./Livingston/Second between Rt. 710 and Pacific Coast Highway. Land use and transportation planning in the City over the last decade have recommended that steps be taken to reduce potential regional traffic flow on this scenic coastal route.
- p. VI-5 It is our understanding that the proposed benefit assessment is intended to apply only to proposed heavy rail corridors. This should be made explicit in the text. Any region-wide assessment

would hamper the ability of local governments to institute assessment districts and developer fees to finance local street and road improvements as recommended on page V-18.

As noted above, the City of Long Beach views the adoption of a Growth Management Plan and a Regional Mobility Plan as only the first step in a regional problem-solving process which demands the highest level of inter-jurisdictional cooperation. We commend SCAG for taking these initiatives. We pledge our support toward implementation of the recommended goals on the basis of an equitable region-wide strategy.

GMPT + RMP
ITEM 5B + 5F

PUBLIC MEETING

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1

FORUM DATE AND LOCATION 12-15-88 TIME RECEIVED 10:02 AM

NAME Robert P. Petermaster PHONE _____

ADDRESS CITY OF LONG BEACH

IF YOU ARE REPRESENTING AN ORGANIZATION, PLEASE LIST:

NAME _____ PHONE _____

ADDRESS _____



600 So. Commonwealth Ave., Suite 1000
Los Angeles, California 90005

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12/15/88

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NAME STANLEY HART

PHONE (818) 791-9348

ADDRESS 3104 MOUNT CURVE Ave., ALTADENA

IF YOU ARE REPRESENTING AN ORGANIZATION, PLEASE LIST:

NAME SIERRA CLUB

PHONE (213) 387-4287

ADDRESS 3550 WEST SIXTH ST. LA., CA 9

NATIONAL MOBILITY PLAN



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Los Angeles, California 90005

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NAME Robert Getts

PHONE

ADDRESS Will address AGMP

IF YOU ARE REPRESENTING AN ORGANIZATION, PLEASE LIST:

NAME Western Oil and Gas Association PHONE (818) 545-4105

ADDRESS 505 N. Brand Blvd. Glendale, CA 91203



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NAME Ray Resney

PHONE 629-0625

ADDRESS 1111

IF YOU ARE REPRESENTING AN ORGANIZATION, PLEASE LIST:

NAME LA Area Chamber of Commerce PHONE

ADDRESS



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FORUM DATE AND LOCATION 12/15 SCAG TIME RECEIVED _____

NAME DR. MICHAEL HERTEL PHONE _____

ADDRESS _____

IF YOU ARE REPRESENTING AN ORGANIZATION, PLEASE LIST:

NAME SOUTHERN CALIFORNIA EDISON PHONE 302-9456

ADDRESS _____



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Los Angeles, California 90005

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NAME RONALD BATES & BOB DUVEK PHONE _____

ADDRESS ORANGE COUNTY DIVISION LEAGUE OF CALIF CITIES

IF YOU ARE REPRESENTING AN ORGANIZATION, PLEASE LIST:

NAME _____ PHONE _____

ADDRESS _____



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Los Angeles, California 90005

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NAME MARC FUTTERMAN, LA/AIA PHONE 933 8341

ADDRESS 6100 WILSHIRE BLVD, LA, CA 90048

IF YOU ARE REPRESENTING AN ORGANIZATION, PLEASE LIST:

NAME LOS ANGELES AMERICAN INSTITUTE OF ARCHITECTS PHONE 659-2284

ADDRESS PACIFIC DESIGN CENTER, W. HOLLYWOOD, CA



600 So. Commonwealth Ave., Suite 1000

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TIME RECEIVED

NAME David S. CahnPHONE 213/258-2777ADDRESS P.O. Box 2950 TA, Los Angeles 90051

IF YOU ARE REPRESENTING AN ORGANIZATION, PLEASE LIST:

NAME Southern California Air QualityPHONE 916/441-5420ADDRESS P.O. Box 1198, Sacramento 95812-1198

600 So. Commonwealth Ave., Suite 1000
Los Angeles, California 90005

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FORUM DATE AND LOCATION

TIME RECEIVED

NAME STEPHEN L. KAUFMANPHONE 714/624-1542ADDRESS 200 W. Harrison Ave. CHICAGO 91711

IF YOU ARE REPRESENTING AN ORGANIZATION, PLEASE LIST:

NAME Sierra Club

PHONE

ADDRESS



600 So. Commonwealth Ave., Suite 1000
Los Angeles, California 90005

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FORUM DATE AND LOCATION SCAG OFFICETIME RECEIVED 10:00NAME Beth LeedsPHONE 714 497 8968ADDRESS 1645 Arroyo Dr. Laguna Beach Ca

IF YOU ARE REPRESENTING AN ORGANIZATION, PLEASE LIST:

NAME Environmental Protection ConsultantsADDRESS same

600 So. Commonwealth Ave., Suite 1000

A-177

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FORUM DATE AND LOCATION 12-15-88 SCAG TIME RECEIVED _____
NAME CAROLYN WOOD PHONE 714 497-1884
ADDRESS 2755 Temple Hills Dr. Laguna Beach, 92651

IF YOU ARE REPRESENTING AN ORGANIZATION, PLEASE LIST:

NAME _____ PHONE _____
ADDRESS _____



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Los Angeles, California 90005

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FORUM DATE AND LOCATION 12/15/88 SCAG office TIME RECEIVED 10 AM
NAME MARIELLE LEEDS PHONE 497-9531
ADDRESS 2775 LAGUNA CANYON ROAD, LAGUNA BEACH, 92651

IF YOU ARE REPRESENTING AN ORGANIZATION, PLEASE LIST:

NAME _____ PHONE _____
ADDRESS _____



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PUBLIC MEETING

CALL TO ACTION
5G

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FORUM DATE AND LOCATION 12/15/88, SCAG TIME RECEIVED _____
NAME Edric Grise PHONE 213-250-8965
ADDRESS 1571 Beverly Blvd., L.A.
IF YOU ARE REPRESENTING AN ORGANIZATION, PLEASE LIST:
NAME BIA of So. Cal. PHONE see above
ADDRESS see above



600 So. Commonwealth Ave., Suite 1000
Los Angeles, California 90005

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FORUM DATE AND LOCATION 12/15/88 TIME RECEIVED 12:10

NAME Bryan Allen PHONE 213-254-8298

ADDRESS 3142 Drew St. LA, CA 90065-2305

IF YOU ARE REPRESENTING AN ORGANIZATION, PLEASE LIST:

NAME _____ PHONE _____

ADDRESS _____



600 So. Commonwealth Ave., Suite 1000
Los Angeles, California 90005

PUBLIC MEETING

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FORUM DATE AND LOCATION _____ TIME RECEIVED _____
NAME SAT TAMARIBUCHI PHONE 714-720-2371
ADDRESS _____

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NAME THE IRVINE COMPANY PHONE _____
ADDRESS 550 NWPT CTR. DR. , NWPT BCH., CA



600 So. Commonwealth Ave., Suite 1000
Los Angeles, California 90005

PUBLIC MEETING

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FORUM DATE AND LOCATION Thursday, Dec. 15, 1988 TIME RECEIVED _____

NAME David Harrison PHONE _____

ADDRESS _____

IF YOU ARE REPRESENTING AN ORGANIZATION, PLEASE LIST:

NAME National Economic Research Associates, Inc. PHONE _____

ADDRESS 555 South Flower St., Suite 400, Los Angeles 90071



600 So. Commonwealth Ave., Suite 1000
Los Angeles, California 90005

PUBLIC MEETING

IF YOU WISH TO TESTIFY AT THIS MEETING, PLEASE FILL
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FORUM DATE AND LOCATION Thursday, Dec. 15, 1988 TIME RECEIVED _____

NAME Evelyn Heidelberg PHONE 916-442-5199

ADDRESS 1149 Fremont Way, Sacramento 95818

IF YOU ARE REPRESENTING AN ORGANIZATION, PLEASE LIST:

NAME CALIF. Council for Environmental and Economic Balance
PHONE _____

ADDRESS 1512 14th St. Sacramento 95814



600 So. Commonwealth Ave., Suite 1000
Los Angeles, California 90005

Appendix B. RMP Revisions

REVISIONS TO THE DRAFT REGIONAL MOBILITY PLAN

(TEXT)

PAGE # I-2

Paragraph # 1

LINE # _____

EXISTING LANGUAGE:

An overall plan is essential. Only by following a comprehensive strategy, one that shares the costs and benefits of the solution equitably, can the region retain or improve its mobility.

REASON FOR CHANGE:

Response to Commuter Transportation Services Comment #2. (letter dated 10/31/88)

NEW LANGUAGE:

An overall plan is essential. Only by following a comprehensive strategy, one that shares the costs and benefits of the solution equitably, can the region retain or improve its mobility. The plan establishes a program to provide southern Californian's with substantially increased access to various travel modes.

REVISION TO THE DRAFT REGIONAL MOBILITY PLAN

PAGE # : II-4

PARAGRAPH #: 5

EXISTING LANGUAGE:

JOBS/HOUSING BALANCE IS A MAJOR COMPONENT OF THE REGIONAL MOBILITY PLAN. The primary reason for the vast morning and evening rush hours on the region's freeways is that many of us live and work some distance apart. Thus, we need to address the mobility problem in part by achieving a better balance of housing and jobs within subregions, so that more people can work close to where they live. Reduced travel distances and congestion are an expected result. This objective can be largely achieved by specific actions on the part of local governments, and the objective affects only the location of future jobs and housing. It will take a balance of housing that people can afford with the jobs they have in those subregions--not just a general memorial balancing if we are to be successful.

NEW LANGUAGE:

Jobs/housing balance is a major component of the regional mobility plan. The primary reason for the vast morning and evening rush hours on the region's freeways is that many of us live and work some distance apart. Thus, we need to address the mobility problem in part by achieving a better balance of housing and jobs within subregions, so that more people can work close to where they live. Reduced travel distances and congestion are an expected result. This objective can be largely achieved by specific actions on the part of local governments, and the objective affects only the location of future jobs and housing. It will take a balance of housing that people can afford with the jobs they have in those subregions--not just a general memorial balancing if we are to be successful.

REASON FOR CHANGE:

Editorial correction.

PAGE #: II-6

PARAGRAPH #: 1

EXISTING LANGUAGE:

THE NEXT MAJOR COMPONENT OF THE PLAN IS THE MANAGEMENT OF TRAVEL DEMAND. Coordinated with provisions in the Air Quality Management Plan, the demand-management program contains bold programs to reduce total vehicle trips and overall miles of travel, and to increase transit use and automobile occupancy levels. We know demand management works; our efforts to manage travel demand during the 1984 Olympics were a success. Now that voluntary programs have been tried and have failed, travel demand will have to be reduced through regulation and incentive programs. Only if individual contributions to society's good are made mandatory will the region's transportation system continue to function.

NEW LANGUAGE:

The next major component of the plan is the management of travel demand. Coordinated with provisions in the Air Quality Management Plan, the demand-management program contains bold programs to reduce total vehicle trips and overall miles of travel, and to increase transit use and automobile occupancy levels. We know demand management works; our efforts to manage travel demand during the 1984 Olympics were a success. Voluntary programs implemented to date not achieved the ridesharing rates needed to curb vehicle trips; travel will need to be reduced further through a combination of regulation and incentives. Only if individual contributions to society's good are made mandatory will the region's transportation system continue to function.

REASON FOR CHANGE:

Editorial corrections.

PAGE #: II-6 PARAGRAPH #: 2

EXISTING LANGUAGE:

A THIRD MAJOR COMPONENT OF THE PLAN IS AN EMPHASIS ON SYSTEM MANAGEMENT. We must use every available tool -- synchronized traffic signals, improved information signs on freeways, meters at on-ramps, better communication systems, accident prevention and clean-up -- to make the system we have already paid for work at peak capacity. All of these types of actions are doable today and are essential.

NEW LANGUAGE:

A third major component of the plan is an emphasis on system management. we must use every available tool -- synchronized traffic signals, improved information signs on freeways, meters at on-ramps, better communication systems, accident prevention and clean-up -- to make the system we have already paid for work at peak capacity. all of these types of actions are doable today and are essential.

REASON FOR CHANGE:

Editorial correction.

PAGE #: II-6 PARAGRAPH #: 3, 4, 5, AND 6

EXISTING LANGUAGE:

THE LAST MAJOR COMPONENT IS TO EXPAND THE CAPACITY OF THE SYSTEM THROUGH NEW FACILITIES. While mixed flow improvements to the system is not emphasized, there is still a fairly large number of lane miles proposed to be added.

The three elements named above give direction to the modal strategies, and are essential for their success.

TRANSIT must be significantly increased, and become a major component of regional mobility. Some demand-management actions will increase the need to use transit; an expanded and improved transit network will spur the desire to use transit. The practical limitations on further expansion of highways make transit a key part of this plan.

RESERVED LANES FOR HIGH-OCCUPANCY VEHICLES (HOV) carry out system-management objectives for more efficient use of existing facilities, and contribute to the realization of demand-management measures. HOV lanes by their existence tend to increase ridesharing because they save travel time; they will also be needed to accommodate the ridepool formation generated as certain demand-management measures take hold. And every former driver sharing a ride removes an automobile from the roads.

NEW LANGUAGE:

The last major component is to expand the capacity of the system through new facilities. NEW FACILITIES IMPROVEMENTS INCLUDE THE THREE MODAL ELEMENTS OF MIXED-FLOW HIGHWAYS, HOV LANES, AND TRANSIT IMPROVEMENTS.

- 0 MIXED-FLOW HIGHWAY IMPROVEMENTS INCLUDE BOTH WIDENINGS TO EXISTING FREEWAYS AND ARTERIALS, AS WELL AS THE CONSTRUCTION OF ENTIRELY NEW FACILITIES. WHILE MIXED-FLOW IMPROVEMENTS ARE NOT EMPHASIZED IN THE PLAN, DUE TO MAJOR RELIANCE PLACED ON DEMAND MANAGEMENT AND MODE SHIFT STRATEGIES, A FAIRLY LARGE NUMBER OF ADDITIONAL MIXED-FLOW LANE MILES ARE INCLUDED AS NECESSARY COMPONENTS OF THE MOBILITY STRATEGY.
- 0 Transit must be significantly increased, and become a major component of regional mobility. Some demand-management actions will increase the need to use transit; an expanded and improved transit network will spur the desire to use transit. The practical limitations on further expansion of highways make transit a key part of this plan.
- 0 Reserved lanes for high-occupancy vehicles (HOV) HELP ACHIEVE system-management objectives for more efficient use of existing facilities, and contribute to the realization of demand-management measures. HOV lanes by their existence tend to increase ride-sharing because they save travel time; they will also be needed to accommodate the CARpool formation generated as certain demand-management measures take hold. And every former driver sharing a ride removes an automobile from the road.

REASON FOR CHANGE:

Change responds to Caltrans 7 comments regarding need for greater clarity in the description of the facility improvement component of the Plan.

REVISIONS TO THE DRAFT REGIONAL MOBILITY PLAN
(TEXT)

PAGE # III-I

Insert as PARAGRAPH #2, following existing paragraph #1:

EXISTING LANGUAGE:

This is new text to be added to the Plan.

NEW LANGUAGE:

DIFFERENCES BETWEEN THE DEPARTMENT OF FINANCE AND SCAG'S GROWTH FORECAST

Both the California Department of Finance (DOF) and the Southern California Association of Governments prepare population and housing projections for the Southern California area through the year 2010. The DOF provides projections at the county level only. Its research has projected that by year 2010, 17.1 million people will live in the SCAG region. By contrast, the SCAG Growth Management Plan projects a regional total population of 18.3 million in the year 2010. (See Table _____) There are two principal reasons which account for most of the differences between these two projections.

1) ECONOMIC PROJECTIONS

One of the key factors in the SCAG projections is the use of an economic projection which looks at the types of industries that are expected to grow in Southern California and how much they are expected to grow. This then leads to estimates of the number of workers needed to fill those jobs, and subsequently, to the size of the population that would be supported by those jobs. This analysis resulted in a population projection total of 18.3 million people.

The Department of Finance does not use economic considerations in their projections.

2) DEVELOPMENT OF ETHNIC ASSUMPTIONS

Both SCAG and DOF performed modeling efforts to look at the demographic factors determining growth. The type of modeling performed looked at birth, death and migration rates within the population.

In developing the birth, death and migration rate assumptions used in its modeling, the DOF assumed statewide average rates which are averages for the total population within the region without establishing ethnic differentiations.

SCAG went beyond that step to include different fertility and mortality rates for the different ethnic groups. This means that SCAG's projection of the region's population is higher than DOF's because of SCAG's higher concentrations of ethnic groups relative to the state average and their higher than average fertility rates. However, without this specific focus, the SCAG model run would have resulted in a population total of at least 18.8 million people.

In preparing the projections, SCAG assumed that an unconstrained, demographically driven level of population growth could not be supported by the economic factors driving the region's job growth. Therefore, it was assumed that job growth would limit the population total to 18.3 million people. This meant that SCAG actually lowered the total that would have resulted from purely demographic factors.

2010
POPULATION
(Millions)

<u>COUNTY</u>	<u>GMA-I 2010</u>	<u>GMA-4MOD J/H 2010</u>	<u>DEPARTMENT OF FINANCE</u>
IMPERIAL	.16	0.14	0.16
LOS ANGELES	9.95	10.23	9.62
ORANGE	3.05	2.98	2.83
RIVERSIDE	1.97	1.81	1.65
SAN BERNADINO	2.22	2.18	1.98
VENTURA	.91	0.92	0.89
<hr/>			
REGION	18.26	18.26	17.14

This 1.2 million difference between SCAG's and DOF's population forecasts has several transportation implications: it means approximately 3.7 million more person trips in the region, which translates to about 2.6 million more vehicle trips and 24.56 million vehicle miles traveled.

REVISIONS TO THE DRAFT REGIONAL MOBILITY PLAN
(TEXT)

PAGE # I-3 & IV-2 PARAGRAPH # 1st LINE # _____
8th and 9th bullets

EXISTING LANGUAGE:

Maintain the Freeway System at approximately 450 miles of congestion (Level F) through the year 2010.

Fund the \$36.5 Billion shortfall in annual highway, transit and demand management capital costs.

Fund the \$3.2 billion shortfall in annual highway, transit and demand management operating costs.

NEW LANGUAGE:

Reduce daily congestion on (Level of Service F) the region's Freeway system with congestion reduced to no more than 450 miles of freeway.

Fund the \$23.2 Billion shortfall in annual highway, transit and demand management capital costs.

Fund the \$2.9 billion shortfall in annual highway, transit and demand management operating costs.

REVISIONS TO THE DRAFT REGIONAL MOBILITY PLAN

(TEXT)

PAGES # I-3 & IV-2 PARAGRAPH # 14th and 7th Bullets LIN # _____

EXISTING LANGUAGE:

Reduce transportation emission back to 1987 levels by 2010.

NEW LANGUAGE:

Reduce 2010 Mobile Source Emissions in the South Coast Air Basin by the following amounts:

Pollutant	Reduction (Tons/Day)
ROG	140
NOx	220
CO	1533
SO	30
PM ₁₀	23

REVISIONS TO THE DRAFT REGIONAL MOBILITY PLAN

PAGE # IV-2 to IV-6 PARAGRAPH # All of the policy section.

EXISTING LANGUAGE:

Entire policy section.

REASON FOR CHANGES:

Changes in organization made to improve clarity. Changes in text responding to public comments and technical and policy committee comments.

NEW LANGUAGE:

Policies

The programs and actions of the Regional Mobility Plan are designed to meet the goals and objectives of the region. Policies provide guidance for decision making at specific decision points. The following policies shall provide guidance to Caltrans, transit operators, and the County Transportation Commissions in their programming decisions and will serve as a basis for conformity evaluations. In this plan, the policies shall provide guidance to local governments in their programming and infrastructure decisions and in their demand management and land use decisions. Finally, these policies will provide guidance to businesses, employers and individuals in determining their actions to implement demand management programs.

The Regional Mobility Plan contains major Transportation Demand Management, System Management, and Highway and Transit facility and operational improvements, as well as other programs. Each program includes specific implementation actions. Some of these programs and actions are to be implemented primarily through the Regional Transportation Improvement Program, which must be consistent with the Regional Mobility Plan and in conformance with the Air Quality Management Plan. Programs and actions detailed in the RMP as well as other projects and actions not specified in the Regional Mobility Plan will be evaluated for consistency and/or conformity on the basis of the following policies:

Policies Related to Growth Management goals and objectives.

1. Transportation improvements shall be supportive of the adopted Growth Management Plan.
2. Growth should be monitored and where adequate transportation capacity cannot be maintained, growth forecasts should be re-evaluated.
3. Land use and transportation decisions should be coordinated with and supportive of each other's

capacity. (REWORDED)

4. Potential rights of way for transportation corridors connecting subregions and major activity centers should be identified and protected for future transportation purposes through local government action.
5. Transportation facility improvements and system management programs shall be designed to improve access to and circulation within and between activity centers. REPLACES FOLLOWING MEASURE.

Policies Related to System Management.

6. Local system expansion should be supported. (REWORDED)
7. Support the development and application of pavement management systems by local jurisdictions as one means to optimize the expenditure of scarce maintenance funds.
8. New transportation infrastructure should incorporate advanced system technologies.

Policies Related to Roadway Development and Performance Goals and Objectives.

9. Capacity expansion shall be coordinated and shall include system management techniques have already been applied in the corridor and deficiencies remain.
10. Alternative modes and projects shall be developed and implemented where implementation of HOV element projects is demonstrated to be unfeasible due to widespread local opposition.
11. High Occupancy Vehicle (HOV) lanes shall be provided for in new facility construction and for capacity enhancements of existing facilities in accordance with the High Occupancy Vehicle Program.
12. The full range of costs, (including the cost of private automobile ownership and operation) should be considered in the evaluation of transportation improvements.
13. Provision of adequate internal circulation and access systems to activity centers designated in the adopted Growth Management Plan shall be a priority.

(Transportation capacity expansion should serve the demand for travel but should not allow excess capacity for long distance commuting.) DELETED

(New freeway facilities shall contain HOV facilities.) DELETED

Policies related to meeting Air Quality goals and objectives.

14. Transportation Improvement Programs shall be consistent with the Regional Mobility Plan and should conform to the approved State Implementation Plan in this region. Priority shall be given to projects which implement adopted Transportation Control Measures.

Policies related to meeting Demand Management goals and objectives.

15. Demand Management Programs and development of Transit and Ridesharing facilities shall be given priority over mixed-flow highway capacity expansion in order to achieve and maintain mobility in the future.
16. Support the development and public seed funding of Transportation Management Associations as one means to implement Demand Management Programs.
17. Transportation Demand Management Program implementation should be extended to non-commute trips for public and private sector activities.

Policies related to meeting Transit goals and objectives.

18. Development of transportation services should have priority over other possible uses of excess railroad rights-of-way.
19. SCAG supports competitive bidding for public transit projects and programs.
20. Expansion of private commuter/express bus operations and the use of private transportation services to meet transit needs shall be supported as a supplement to public transportation services. (Combined two policies)
21. Regional transportation terminals shall have adequate access systems and be designed to accommodate facility expansion.
22. Regional transfer facilities should be developed to facilitate transfers between corridors.
23. Transportation facilities and transit vehicles shall provide reasonable accessibility for handicapped persons.

Policies related to Goods Movement.

24. Ground access to ports and airports is regionally significant and shall be supported where part of a SCAG-approved access plan or program.

25. Eliminate unnecessary delay and circuitous routings of goods movement.

(Minimize the impacts of railroad and truck traffic on communities (including highway traffic delays at railroad grade crossings and noise impacts in residential neighborhoods). (DELETED)

Policies related to Plan Implementation.

26. SCAG shall use the Transportation Improvement Program review and approval as one vehicle to implement the Regional Mobility Plan and the appropriate air quality management plan.

27. Alternative, advanced technology research, testing and implementation shall be supported when it implements the Regional Mobility Plan.

28. Elderly and handicapped persons shall be involved in ongoing transportation planning and programming efforts.

29. Projects from the unconstrained program which promote system continuity, or complete or connect projects within the constrained program, shall be given priority over other unconstrained projects when additional funding is made available.

30. The constrained program of the RMP shall be implemented first.

Policies related to Financial Objectives and Programs.

31. Primary reliance should be placed on user based financing approaches to finance transportation projects.

32. Increases in the State and/or local Gas Taxes to fund implementation of the adopted Regional Mobility Plan and flexibility in the use of funds to the RMP's identified programs shall be supported .

33. The addition of local transportation taxes (e.g. local sales tax) in all counties shall be supported to fund facility expansion, system and demand management programs of the adopted Regional Mobility Plan.

34. Peak period pricing, user fees or other mechanisms should be introduced to reduce peak period traffic demand. (Reworded)

35. Value capture approaches to raising revenues (e.g. benefit assessments and development fees)

should be used to recoup some of the costs of the capital and operating shortfalls.

36. Increasing public funding levels for local streets and roads shall be supported in order to reduce backlogged improvement needs with priority given to deteriorated facilities.
37. Transportation funding should be exempt from the Gann limit (1978 California voter initiative Proposition 4).

(SCAG supports removing the Gann limit on transportation.) DELETED

(Transit and highway users should pay in direct proportion to actual facility use.) DELETED

Aviation Policies

The following aviation policies are from the Southern California Aviation Element of the 1984 RTP. The entire set can be found in the technical appendix.

38. Policy constraints on existing air carrier airports should be defined in terms of environmental impacts and should remain in place except where relevant noise, air quality, and ground access impacts are mitigated. Airport proprietors and/or the Regional Airport Authority are encouraged to determine if additional service can be provided, but in no case should constraints be lifted until negative impacts are mitigated.
49. Air passenger demand should be met by the provision of adequate, environmentally compatible public airport and heliport facilities and where appropriate, high speed rail.
40. Each subregion should provide sufficient environmentally acceptable capacity within its own market area to meet local short-haul air passenger demand.
41. High speed intercity rail development as an alternative to airline or automobile travel should be considered in corridors where there would be positive benefits in terms of congestion relief, and time and energy saved. Positive and negative impacts of this technology should be considered.
42. Private high speed intercity rail projects should be supported and encouraged when public benefits outweigh public costs.
43. Station location and termini for high speed rail projects must be planned in coordination with local and regional agencies.

REVISIONS TO THE DRAFT REGIONAL MOBILITY PLAN

(TEXT)

PAGE # V-18

PARAGRAPH # New

LINE # _____

EXISTING LANGUAGE:

None

REASON FOR CHANGE:

Requests for greater specificity in local government plan implementation in part to assure consistency between timing of cities actions, and participation by local governments in the development of programs and policies.

City of Irvine
City of Ontario
Southern California Gas Company

NEW LANGUAGE:

<u>Agency</u>	<u>Action</u>	<u>Date</u>
SCAG	Develop ongoing plan implementation program(s) (in OWP) which includes the participation of effected local governments, agencies, operators and individuals.	1989-1993

REVISIONS TO THE DRAFT REGIONAL MOBILITY PLAN

(TEXT)

PAGE # V-7

PARAGRAPH # 1

LINE # 1

EXISTING LANGUAGE:

Action Plan

The actions necessary to implement the TDM Program are listed below:

B-17

NEW LANGUAGE:

Action Plan

The TDM Action Plan describes the first five years of the TDM program. The measures, if implemented as described, would set the region on a course of action to attain TDM's share of the RMP's 2010 mobility goals. The measures are designed to promote a mode shift from single occupant automobile travel to greater usage of shared rides (in the form of carpooling, vanpooling, and transit), and to modify the peak period traffic flow. In addition and very importantly, the measures would reduce 3.1 million home-to-work trips (through alternative work weeks & flextime and telecommunications & work-at-home) above and beyond the trip reductions expected through implementation of SCAQMD's Regulation XV. The phasing of the five-year action plan has taken into account the timing of the implementation of Regulation XV and the evaluation of first year results. The first cycle of Regulation XV trip reduction plan results should be available in the fall of 1990, and will provide a guideline to TDM program effectiveness that can be utilized in implementing post-1990 RMP actions.

The phasing of TDM actions was also developed to provide an opportunity for local governments to institute TDM programs beyond Regulation XV requirements prior to further requirements by SCAQMD. In this way, local governments can choose to tailor TDM programs to suit the specific needs of their community.

As a planning document, the RMP includes target reductions for some strategies (i.e., alternative work weeks & flextime and telecommunications & work-at-home). However, for other measures, the specific options and/or mix of vehicle trip reduction and peak period modification strategies to be used will follow from public review and comment when RMP actions are translated into regulatory requirements at the city, county, SCAQMD, state, or federal levels. Terms used in the action statements, such as local government ordinances, are meant to be generic terms, and do not preclude a jurisdiction from using other regulatory tools at their disposal that can achieve the same level of vehicle trip reduction and peak travel modification.

The actions necessary to implement the TDM Program are listed below:

REVISIONS TO THE DRAFT REGIONAL MOBILITY PLAN

(TEXT)

PAGE # V-8

PARAGRAPH # 2 & 7

LINE # 1

EXISTING LANGUAGE:

Agency

Action

ARB, EPA

Adopt trip reduction ordinance to...

State,Local Govts

Introduce state legislation to...

NEW LANGUAGE:

ARB,EPA

Adopt trip reduction administrative regulation to ...

State,Local Govts

Introduce state legislation/ordinance to...

B-19

REVISIONS TO THE DRAFT REGIONAL MOBILITY PLAN

(TEXT)

PAGE # V-9 PARAGRAPH # 6 LINE # 1,5,6,10,11

EXISTING LANGUAGE:

Line 1: Adopt Air Quality Element into each
Line 5: of peak period on-street parking,
Line 6: 100% employer subsidized parking,
Line 10: parking zones, increase enforce-
Line 11: ment, and park-ride lots with

NEW LANGUAGE:

Line 1: Conduct local assessment and adopt Air Quality Element into each
Line 5: of peak period on-street parking, increase daytime parking fees;
Line 6: eliminate 100% employer subsidized parking, institute
Line 10: parking zones; increase enforce-
Line 11: ment, and implement park-n-ride lots with

REVISIONS TO THE DRAFT REGIONAL MOBILITY PLAN

(TEXT)

PAGE # V-10 PARAGRAPH # 2a LINE # 1-3
(New Paragraph)

EXISTING LANGUAGE:

None

NEW LANGUAGE:

<u>Agency</u>	<u>Action</u>	<u>Date</u>
State	Legislate favorable tax benefits for employees who use employer sponsored vanpools.	1990

REVISIONS TO THE DRAFT REGIONAL MOBILITY PLAN

(TEXT)

PAGE # V-10

PARAGRAPH # 5

LINE # 1-2

EXISTING LANGUAGE:

Agency

Action

SCAQMD, Local Govt

Adopt local ordinance or indirect source regulation provisions which...

B-22

NEW LANGUAGE:

Agency

Action

Local Govt.

Adopt local ordinance which...

REVISIONS TO THE DRAFT REGIONAL MOBILITY PLAN

(TEXT)

PAGE # V-10 PARAGRAPH # 5a
(New Paragraph) LINE # 1-3

EXISTING LANGUAGE:

None

NEW LANGUAGE:

<u>Agency</u>	<u>Action</u>	<u>Date</u>
SCAQMD	If necessary, adoption by January 1, 1992 of an SCAQMD Indirect Source Rule to implement the same control methods.	1992

REVISIONS TO THE DRAFT REGIONAL MOBILITY PLAN

(TEXT)

PAGE # V-11 PARAGRAPH # 1 LINE # 2-3

EXISTING LANGUAGE:

Line 2: each General Plan which identifies

Line 3: the applicability of requiring

NEW LANGUAGE:

Line 2: each General Plan which requires the analysis /identification of

Line 3: benefits, burdens, and applicability of requiring

REVISIONS TO THE DRAFT REGIONAL MOBILITY PLAN

(TEXT)

PAGE # V-11 PARAGRAPH # 3 LINE # 1-9

EXISTING LANGUAGE:

Line 1:	Adopt local ordinance which imple-	1994
Line 2:	ments as appropriate special event	
Line 3:	center trip reduction plans, auto	
Line 4:	free zones, and street closures in	
Line 5:	area of dense pedestrian activity in	
Line 6:	conjunction with designated off-street	
Line 7:	parking facilities and improved	
Line 8:	transit services (Park-n-Ride/	
Line 9:	Shuttle).	

NEW LANGUAGE:

Line 1:	Adopt local ordinance which imple-	1993
Line 2:	ments as appropriate special event	
Line 3:	center trip reduction plans.	

Line 4-9 New Paragraph:

Adopt local ordinance to implement measures	1994
such as auto free zones, and street closures	
in areas of dense pedestrian activity in conjunction	
with designated off-street parking facilities	
and improved transit services	
(Park-n-Ride/Shuttle).	

REVISIONS TO THE DRAFT REGIONAL MOBILITY PLAN
(TEXT)

PAGE # V-18 PARAGRAPH # New LINE # _____

EXISTING LANGUAGE:

None

REASON FOR CHANGE:

Requests for greater specificity in local government plan implementation in part to assure consistency between timing of cities actions, and participation by local governments in the development of programs and policies.

City of Irvine
City of Ontario
Southern California Gas Company

NEW LANGUAGE:

<u>Agency</u>	<u>Action</u>	<u>Date</u>
SCAG	Develop ongoing plan implementation program(s) (in OWP) which includes the participation of effected local governments, agencies, operators and individuals.	1989-1993

REVISIONS TO THE DRAFT REGIONAL MOBILITY PLAN

(TEXT)

PAGE #v-21_____ PARAGRAPH #_new 3_____ LINE #_added_____

EXISTING LANGUAGE:

none

NEW LANGUAGE:

The Southern California region has one of the largest markets for private entrepreneurial sources in the country. SCAG has been a leader in tapping the private sector market to provide customized transit services for both the commuter market and the paratransit market. SCAG will continue to promote private/public partnerships to improve transit services and to create more viable alternatives to the single occupant vehicle.

REVISION TO THE DRAFT REGIONAL MOBILITY PLAN

(TEXT)

PAGE # V-21 PARAGRAPH # 4 LINE # 10

EXISTING LANGUAGE:

- o The longer distance, line-haul network, which serves the major flows and connects each of the major regional centers. Line haul, higher speed transit service would be provided within each of these transit corridors, designed to move concentrated flows quickly and efficiently, and interchanging with other lines to enable travel throughout the Region. These corridor services will operate on dedicated rights of way to maximize the competitiveness of the transit system and eliminate conflicts with surface traffic. The corridors are further identified by the level of service required, rather than by specific mode.

NEW LANGUAGE:

- o The longer distance, line-haul network, which serves the major flows and connects each of the major regional centers. Line haul, higher speed transit service would be provided within each of these transit corridors, designed to move concentrated flows quickly and efficiently, and interchanging with other lines to enable travel throughout the Region. These corridor services will operate on dedicated rights of way to maximize the competitiveness of the transit system and eliminate conflicts with surface traffic. The corridors are further identified by the level of service required, rather than by specific mode. Provision of service on these corridors may be either developed incrementally, initially providing a more modest level of service and upgrading as demand warrants, or developed as part of the regional high capacity system where appropriate and feasible.

REVISION TO THE DRAFT REGIONAL MOBILITY PLAN

(TEXT)

PAGE # V-21 PARAGRAPH # 5 LINE # 13

EXISTING LANGUAGE:

The Mobility plan identifies nine high capacity and 16 medium capacity corridors to receive priority in the establishment of new regional line haul transit services. These corridors are based on estimated demand for travel where it exceeds highway capacity. They connect each of the 57 identified activity centers in the Metropolitan portion of the Region, and, in three areas, extend beyond into the Eastern Region. Most of the corridors have been defined as high or medium capacity, depending on the projected level of traffic. They follow, but extend significantly, the corridors previously identified by the Los Angeles County Transportation Commission for the Proposition A heavy and light rail systems, and by the Orange County Transportation Commission in its Transitway Plan.

NEW LANGUAGE:

The Mobility plan identifies nine high capacity and 16 medium capacity corridors to receive priority in the establishment of new regional line haul transit services. These corridors are based on estimated demand for travel where it exceeds highway capacity. They connect each of the 57 identified activity centers in the Metropolitan portion of the Region, and, in three areas, extend beyond into the Eastern Region. Most of the corridors have been defined as high or medium capacity, depending on the projected level of traffic. They follow, but extend significantly, the corridors previously identified by the Los Angeles County Transportation Commission for the Proposition A heavy and light rail systems, and by the Orange County Transportation Commission in its Transitway Plan. Development of the corridors is expected to be incremental, initially using express bus, and upgrading to a higher capacity as demand develops, with the modal technology to be selected through detailed corridor studies.

REVISION TO THE DRAFT REGIONAL MOBILITY PLAN

(TEXT)

PAGE # V-21 PARAGRAPH # 6 LINE #

EXISTING LANGUAGE:

- o The feeder network, using more flexible, lower capacity vehicles including buses and vans, supplemented by a Regional network of park-and-ride facilities, provides service between localities and the line haul, higher-speed system at designated transfer points. By using smaller capacity services on the short runs (characteristic of spoke operations), the potential for greater frequency and reduced capital costs would permit higher utilization and diminished subsidy. The success of this approach is based on both frequency and ubiquity of service, enabling the combination of short local runs on the surface and high speed operations on the core system to match the travel times and convenience of the private automobile for a significant proportion of trips, whether peak hour or off-peak.

NEW LANGUAGE:

- o The feeder network, using more flexible, lower capacity vehicles including buses and vans, supplemented by a Regional network of park-and-ride facilities, provides service between localities and the line haul, higher-speed system at designated transfer points. By using smaller capacity services on the short runs (characteristic of spoke operations), the potential for greater frequency and reduced capital costs would permit higher utilization and diminished subsidy. The success of this approach is based on both frequency and ubiquity of service, enabling the combination of short local runs on the surface and high speed operations on the core system to match the travel times and convenience of the private automobile for a significant proportion of trips, whether peak hour or off-peak. Development of the feeder system will be coordinated with the development of corridor linehaul services, as part of the overall restructuring process required to increase the transit mode share.

REVISION TO THE DRAFT REGIONAL MOBILITY PLAN

(TEXT)

PAGE # V-26

PARAGRAPH # 2

LINE # 1

EXISTING LANGUAGE:

SCRTD

Build 10 additional miles of heavy
rail (constrained program).

1998-
2010

NEW LANGUAGE:

SCRTD/LACTC

Build 10 additional miles of heavy
rail (constrained program).

1998-
2010

REVISION TO THE DRAFT REGIONAL MOBILITY PLAN

(TEXT)

PAGE # V-26 PARAGRAPH # 4 LINE # 1

EXISTING LANGUAGE:

OCTC

Build Transitway System on Rtes.
I-5, I-405, Calif. 55, and Calif. 57
(constrained program).

1989-
2010

NEW LANGUAGE:

OCTD

Build Transitway System on Rtes.
I-5, I-405, Calif. 55, and Calif. 57
(constrained program).

1989-
2010

REVISION TO THE DRAFT REGIONAL MOBILITY PLAN

(TEXT)

PAGE # V-26

PARAGRAPH # 7

LINE # 1

EXISTING LANGUAGE:

OCTD

Add 140 express buses to serve
transitways (unconstrained program).

1989-
2010

NEW LANGUAGE:

OCTD

Plan and implement express bus service on
transitways (unconstrained program).

1989-
2010

REVISIONS TO THE DRAFT REGIONAL MOBILITY PLAN
(TEXT)

PAGE # V-27
32

PARAGRAPH # 10 (new)

LINE

EXISTING LANGUAGE:

none

NEW LANGUAGE:

AGENCY
SCAG

Action

Continue to work with local public transit agencies and the public sector to encourage the development of public/private sector partnerships to improve the delivery of transit services.

DATE
1988 -
on

REVISIONS TO THE DRAFT REGIONAL MOBILITY PLAN

(TEXT)

PAGE # V-34

PARAGRAPH # 3rd

LINE # Revision to second action statement.

EXISTING LANGUAGE:

SCAG	Complete Airport Impact Mitigation and Management Study (AIMMS) which is designed to mitigate environmental and ground access impacts as a condition for increasing air service at existing air carrier airports.	1989
------	---	------

NEW LANGUAGE:

<u>AGENCY</u>	<u>ACTION</u>	<u>DATE</u>
SCAG	Complete Airport Impact Mitigation and Management Study (AIMMS) which will develop noise, air quality and ground access mitigation strategies for each of the region's five air carrier airports.	1989
SCAG, RAA and Airport Operators	Following completion of AIMMS, SCAG will work with airport proprietors to achieve implementation of appropriate mitigation measures. Implementation of the measures is guided by SCAG policy as a condition for increasing air service above the constrained level for each airport.	1989- 1995

REVISIONS TO THE DRAFT REGIONAL MOBILITY PLAN

(TEXT)

PAGE # V-37 & 38

PARAGRAPH # 5, 6 & 7

LINE # All Actions in Section E

EXISTING LANGUAGE:

<u>Agency</u>	<u>Action</u>	<u>Date</u>
SCAG	Recommend seven airports in the region's urban fringe to the FAA for "reliever" status so they will be eligible for priority federal funding which can be used to increase capacity. The seven include: Oxnard; Santa Paula; Fox Field; Apple Valley; Flamingo; Redlands; and Hemet-Ryan airports.	1988
SCAG	Identify potential new airport sites in the urban fringe locations during the course of the Aviation System Study Update.	1989
SCAG	Support general aviation airport projects which are funded through the State Transportation Improvement Program (STIP).	1988-1993
SCAG	Support changes in state law which provides funds for county airport land use commissions so they can better protect existing general aviation facilities.	1988-1990

B-36

NEW LANGUAGE:

Delete the above actions. Replace with the following action.

SCAG	Complete the review of programs and actions in the 1987 General Aviation System Study and adopt the resulting recommendations into the RMP Aviation Program.	1989
------	--	------

REVISIONS TO THE DRAFT REGIONAL MOBILITY PLAN

(TEXT)

PAGE # V-41

PARAGRAPH #3

LINE #2

EXISTING LANGUAGE:

<u>Agency</u>	<u>Action</u>	<u>Date</u>
SCAG, Local Governments	Support Caltrans to continue real-time freeway conditions information system.	1989

NEW LANGUAGE:

<u>Caltrans</u>	Continue the real-time freeway conditions information system <u>and expand the system to include a real-time continuous traffic information broadcast system to alert commercial vehicles of traffic congestion locations, accidents, etc.</u>	<u>1995</u>
-----------------	--	-------------

REVISIONS TO THE DRAFT REGIONAL MOBILITY PLAN
(TEXT)

PAGE # V-41

PARAGRAPH #4

LINE #1,2,3

EXISTING LANGUAGE:

<u>Agency</u>	<u>Action</u>	<u>Date</u>
Caltrans, Local Governments	Give priority attention to reduction of truck accidents by examining driver qualifications, vehicle safety inspections and incident response effectiveness.	1990

B-38

NEW LANGUAGE:

<u>DMV, CHP, Caltrans, SCAG & Trucking Industry</u>	<u>Give priority attention to the reduction of truck accidents by encouraging stricter examinations of driver qualifications, vehicle maintenance and safety inspections. Support legislation to increase the standards for driver qualifications and safety inspections.</u>	<u>1990</u>
---	---	-------------

REVISIONS TO THE DRAFT REGIONAL MOBILITY PLAN

(TEXT)

PAGE # V-41

PARAGRAPH #5

LINE #1,2,3

EXISTING LANGUAGE:

<u>Agency</u>	<u>Action</u>	<u>Date</u>
NONE	NONE	

NEW LANGUAGE:

SCAG, Local Governments & Caltrans, CHP	Conduct a study of the rapid incident response program to determine the effectiveness of the current system and examine new ways to upgrade it for implementation throughout the region.	1990
--	---	------

REVISIONS TO THE DRAFT REGIONAL MOBILITY PLAN

(TEXT)

PAGE # V-42³

PARAGRAPH #1

LINE #1,2,3

EXISTING LANGUAGE:

<u>Agency</u>	<u>Action</u>	<u>Date</u>
SCAG, Local Governments	Assist shippers and receivers to cooperate in developing truck delivery schedules to minimize peak hour truck traffic.	1991

NEW LANGUAGE:

SCAG, Local Governments	Assist shippers and receivers to <u>develop off-peak delivery plans to alter delivery schedules and if necessary, alter routes to minimize peak hour hour truck traffic. Encourage local governments to modify noise ordinances to accommodate these changes.</u>	1991
-------------------------	--	------

REVISIONS TO THE DRAFT REGIONAL MOBILITY PLAN

(TEXT)

PAGE # V-43

PARAGRAPH #2

LINE #1,4

EXISTING LANGUAGE:

<u>Agency</u>	<u>Action</u>	<u>Date</u>
SCAG, Local & State Governments	Develop off-peak delivery schedules for special local & State industries such as construction, dairies, package deliveries, and produce.	1990 1992

NEW LANGUAGE:

SCAG, Local & State Governments	<u>Evaluate the impacts of altering delivery schedules on perishable goods, and assist special truck operators for local & state-wide industries to develop voluntary plans to limit operations during peak hour periods for construction, dairies, package deliveries, produce, etc.</u>	1990
---------------------------------	---	------

REVISIONS TO THE DRAFT REGIONAL MOBILITY PLAN
(TEXT)

PAGE # V-43

PARAGRAPH #3

LINE #1

EXISTING LANGUAGE:

<u>Agency</u>	<u>Action</u>	<u>Date</u>
Trucking Industry	Develop computerized navigation & dispatching systems.	1995

NEW LANGUAGE:

<u>Caltrans</u> , Trucking Industry	Develop and <u>deploy</u> computerized navigation & dispatching systems.	1995
-------------------------------------	--	------

REVISIONS TO THE DRAFT REGIONAL MOBILITY PLAN

(TEXT)

PAGE # V-43

PARAGRAPH #4

LINE #3

EXISTING LANGUAGE:

Agency

Action

Date

Local Governments

Adopt Air Quality Element into each General Plan which will assess truck delivery routes and local delivery schedules.

1990

B-43

NEW LANGUAGE:

Local Governments

Adopt Air Quality Element in each General Plan which will assess truck delivery routes and local delivery schedules and to alter these routes and schedules, if necessary.

1990

REVISIONS TO THE DRAFT REGIONAL MOBILITY PLAN
(TEXT)

PAGE # V-43

PARAGRAPH #8&9

LINE #new

EXISTING LANGUAGE:

<u>Agency</u>	<u>Action</u>	<u>Date</u>
NEW	NEW	

NEW LANGUAGE:

Local Governments	<u>Evaluate the feasibility of establishing peak period pricing and issuance of permits for commercial trucks operating during a. m. and p. m. peak on congested portions of the freeways and arterials.</u>	1991
Caltrans, Local Governments	<u>If necessary, encourage Caltrans to develop bypass routes or alternative routes to allow for re-routing of heavy duty trucks on freeways during peak hours on congested portions of the freeways and arterials.</u>	1991

REVISIONS TO THE DRAFT REGIONAL MOBILITY PLAN

(TEXT)

PAGE # V-44

Paragraph: "Actions"
Action #2

EXISTING LANGUAGE:

<u>Agency</u>	<u>Action</u>	<u>Date</u>
Local Governments	Pass local ordinance to include bicycle parking facilities at commercial, offices, and industrial locations in proposed development plans.	1993

NEW LANGUAGE:

<u>Agency</u>	<u>Action</u>	<u>Date</u>
Local Governments	Introduce legislation to include bicycle parking facilities, and adequate pedestrian walkways and access points in future business parks, industrial, and commercial development plans.*	1993

* Textual change made at the request of Caltrans, District #7

REVISIONS TO THE DRAFT REGIONAL MOBILITY PLAN

SYSTEM OF REGIONAL SIGNIFICANCE

PARAGRAPH NO. 1

Page V-48

EXISTING LANGUAGE:

The regional freeway system is clearly the backbone of mobility in the SCAG region. Comprising less than 15 percent of total roadway system mileage, freeways carry slightly more than 50 percent of total travel. On the other hand, the relatively massive arterial system blanketing the region must carry the other 50 percent of travel. Functionally, much of the arterial system performs as a direct complement to the freeway system by providing thoroughfare for both regional and local automobile trips; by providing the principal guideway for all existing regional transit service, both local and line-haul; and by providing direct access both to local land use and to major regional centers and facilities. To a great extent, the freeway and arterial networks must be viewed as complementary parts of a single system. Unfortunately, the massive importance of the freeway system has, with some exceptions, understandably focused the attention of regional agencies away from the arterial system. The present definition of the regional highway system to include a large arterial component is designed to be corrective, and to reconcile the level of detail present in recent corridor and area studies with that of Regional Mobility Plan.

NEW LANGUAGE:

The regional freeway system is clearly the backbone of mobility in the SCAG region. Comprising less than 15 percent of total roadway system mileage, freeways carry slightly more than 50 percent of total travel. On the other hand, the relatively massive arterial system blanketing the region must carry the other 50 percent of travel. Functionally, much of the arterial system performs as a direct complement to the freeway system by providing thoroughfare for both regional and local automobile trips; by providing the principal guideway for all existing regional transit service, both local and line-haul; and by providing direct access both to local land use and to major regional centers and facilities. To a great extent, the freeway and arterial networks must be viewed as complementary parts of a single system.

Unfortunately, the massive importance of the freeway system has, with some exceptions, understandably focused the attention of regional agencies away from the arterial system. The present definition of the regional TRANSPORTATION system to include a large arterial component is designed to be corrective, and to reconcile the level of detail present in recent corridor and area studies with that of Regional Mobility Plan. (See Filgure V-15) THE INCLUSION OF THE MAJOR PORTS AND AIRPORTS RECOGNIZES THESE FACILITIES AS INTEGRAL COMPONENTS OF THE REGIONAL TRANSPORTATION SYSTEM.

REASON FOR CHANGE:

Technical correction.

PARAGRAPH NO. 2

EXISTING LANGUAGE:

The purpose of more broadly defining the regional highway system is to better indicate the full scope of facilities which most significantly serve the variety of regional mobility needs and thereby to provide a more comprehensive statement of the regional highway planning focus and concern. Finally, the newly defined system is intended to anticipate possible outcomes of current efforts to achieve national consensus on federal funding structures in the "Post-Interstate Era." Many are proposing that the federal role in providing surface transportation be maintained, but on the much simplified basis of comprehensive metropolitan and rural systems, as opposed to the existing mechanism of numerous categorical programs. Depending on future Congressional directions, the regional highway system may ultimately constitute the single category for federal revenue support in the region.

NEW LANGUAGE:

The purpose of more broadly defining the regional TRANSPORTATION system is to better indicate the full scope of facilities which most significantly serve the variety of regional mobility needs and thereby to provide a more comprehensive statement of the regional TRANSPORTATION planning focus and concern. ABOVE ALL, THE SYSTEM AS PRESENTED DEFINES AN AREA TOWARDS WHICH MUCH GREATER REGIONAL ATTENTION MUST BE DIRECTED, PARTICULARLY IN CORRIDOR AND AREA STUDIES CONDUCTED AS PART OF THE PLAN REFINEMENT PROCESS.

REASON FOR CHANGE:

Change responds to comments expressing concern over federal funding references in original text. As potential changes in the federal funding mechanism do not relate to the basic purpose for defining the System of Regional Significance, these references were deleted and the essential purpose of the Regional System emphasized.

PARAGRAPH NO. 3

EXISTING LANGUAGE

The system was developed with primary regard to the current needs of regional mobility. Most fundamentally, this included the identification through modeling processes of those arterial routes most desirable for longer, regional trip making. It also incorporated planning efforts at the county level to develop "highflow", "superstreet", or "backbone" systems of functionally enhanced arterials; those facilities providing essential access to regional transportation facilities, including ports and airports; and those facilities providing or enhancing essential access to regional activity centers. Additional facilities will be added to the system of regional significance as recommended by continuing planning studies.

NEW LANGUAGE:

The system PRESENTED IN FIGURE V-13 was developed with primary regard to the current needs of regional mobility. Most fundamentally, this included the identification through modeling processes of those arterial routes most desirable for longer, regional trip making. It also incorporated planning efforts at the county level to develop "highflow", "superstreet", or "backbone" systems of functionally enhanced arterials; those facilities providing essential access to regional transportation facilities, including ports and airports; and those facilities providing or enhancing essential access to regional activity centers. Additional facilities will be added to the system of regional significance as recommended by continuing planning studies.

REASON FOR CHANGE;

Technical correction.

PARAGRAPH NO. 4

EXISTING LANGUAGE (NO EXISTING LANGUAGE/NEW PARAGRAPH)

NEW LANGUAGE:

AS NOTED, THE SYSTEM WAS DEVELOPED PRIMARILY ON THE BASIS OF A MODELING ANALYSIS. AS SUCH, IT DOES NOT FULLY REFLECT LOCAL PLANS AND PURPOSES. APPROPRIATE REFINEMENT ACTIVITIES, UNDERTAKEN WITH THE COOPERATION AND ASSISTANCE OF THE COUNTY TRANSPORTATION COMMISSIONS AND LOCAL JURISDICTIONS, WILL THEREFORE BE REQUIRED TO ENSURE COMPATIBILITY WITH LOCAL CONDITIONS. IN PARTICULAR, ALL DESIGNATED MAJOR ARTERIALS FROM THE COUNTY GENERAL PLANS WILL BE CONSIDERED FOR POSSIBLE INCLUSION IN THE SYSTEM. SYSTEM REFINEMENT IS THEREFORE INCLUDED AS A PLAN IMPLEMENTATION ACTION.

REASON FOR CHANGE:

Change responds to comments received regarding the need for greater participation by local jurisdictions in defining the system.

PARAGRAPH NO. 5 (ORIGINALLY NO. 4)

EXISTING LANGUAGE:

The relationship between the regional highway system and the level of transit expansion provided in the Regional Mobility Plan may result in future modification to the system. Given the relative population and employment densities in the region, the heavy volumes of projected rail transit will require the development of major bus feeder and distribution routes. The feeder volumes themselves may require that certain arterials directly serving transfer and access facilities be given a bus preferential treatment. Such routes must be added the regional highway system as identified.

NEW LANGUAGE:

The relationship between the regional TRANSPORTATION system and the level of transit expansion provided in the Regional Mobility Plan may ALSO result in future modification to the system. Given the relative population and employment densities in the region, the heavy volumes of projected rail transit will require the development of major bus feeder and distribution routes. The feeder volumes themselves may require that certain arterials

directly serving transfer and access facilities be given a bus-preferential treatment. Such routes, IF NOT ALREADY INCLUDED, must be added the regional highway system as identified.

REASON FOR CHANGE:

Editorial correction.

PARAGRAPH NO. 6

EXISTING LANGUAGE: NONE/NEW PARAGRAPH

NEW LANGUAGE:

ACTIONS:

<u>AGENCY</u>	<u>ACTION</u>	<u>DATE</u>
SCAG, LOCAL JURISDICTIONS, COUNTY COMMISSIONS	REFINE SYSTEM OF REGIONAL SIGNIFICANCE.	1988-89

REVISION TO THE DRAFT REGIONAL MOBILITY PLAN
(FIGURE)

FIGURE # V-16

PAGE #

TITLE: SYSTEM OF REGIONAL SIGNIFICANCE

DESCRIPTION OF CHANGES:

Addition of Air Carrier Airports and Ports to System of Regional Significance in accordance with changes in definition of system in Chapter V.



REVISIONS TO THE DRAFT REGIONAL MOBILITY PLAN
(TEXT)

PAGE # V-52 PARAGRAPH # 5 LINE #

EXISTING LANGUAGE:

(This Appendix will be mailed in a separate document.)

NEW LANGUAGE:

Delete

REVISIONS TO THE DRAFT REGIONAL MOBILITY PLAN

(TEXT)

PAGE # VII-3

PARAGRAPH # NEW
at end of page

LINE # _____

EXISTING LANGUAGE:

None.

NEW LANGUAGE:

Many of these issues require further analysis, testing and refinement. This additional work will include many actors as shown in Chapter V. It will involve planning at the State, regional and local levels. SCAG will continue to support plan refinements through its own regional planning and will encourage other agencies to work toward resolution of these issues. SCAG will also continue to support area and corridor studies (as discussed in Chapter V) to refine the regional plans where necessary and appropriate. Generally SCAG believes that, over time, area studies should be conducted for all portions of the region. Under State law, the Regional Mobility Plan is required to be reviewed for updating every two years.

REVISION TO THE DRAFT REGIONAL MOBILITY PLAN

PAGE # : APPENDIX

PARAGRAPH #: NO EXISTING PARAGRPHS

EXISTING LANGUAGE:

No existing language

NEW LANGUAGE:

[The attached pages present a comparison, as required the California Transportation Commision Guidelines, of the Regional Mobility Plan and the Caltrans System Management Plan. This attachment was reviewed at the November 17, 1988 Transportation and Communications Committee meeting and action taken to receommend Executive Committee approval for inclusion in the appendix to the Regional Mobility Plan.]

Draft Regional Mobility Plan:
Comparison of Mixed Flow and HOV Elements to
Caltrans System Plans

B-55

The Caltrans System Management Plans for Districts 7 (i.e., 7 and 12), 8, and 11 were developed in 1985. As described by Caltrans, system planning includes three elements: the development of individual Route Concept Reports (RCR's); the development of the Route Development Plan; and the overall document, the System Management Plan. The RCR's provide a detailed route by route analysis and specification of performance and facility objectives over a 20 year period. The primary guide in developing the RCR's "is that the result be both affordable and implementable." The Route Development Plan (RDP) identifies specific improvements that can be funded in the near term (STIP plus 5 years) to implement the RCR's. The final step, the System Management Plan (SMP), integrates the RCR's and RDP's into a coordinated district plan for improvement and management of the state highway system. The System Management Plan does not provide a unified graphic display of the Route Concept improvements, although summaries of the indivdual Route Concept Reports are provided. The heart of the SMP is thus the presentation of the RDP.

Recommended improvements in the System Management Plan RDP are deemed "affordable and implementable." This system is strictly constrained to expected funding. Caltrans is currently preparing updates to the System Management Plans which are due for release around January, 1989. Although not yet finalized, and thus not available for this comparative discussion, the new plans will extend the RDP horizon to the year 1998 and be generally more comprehensive and more specific in dealing with HOV lane improvements.

The program and system improvement elements of the Regional Mobility Plan are designed to provide regional mobility to the year 2010. The plan has been developed on the basis of SCAG's recent Baseline Projection of population, housing, employment, and includes certain revisions to the distribution of growth intended to partially mitigate regional mobility needs. The Plan includes major growth management, demand management, system management, and transit development components in addition to the mixed-flow and HOV lane provisions. The growth management, demand management, and transit development components contribute greatly to reducing the total level of mobility needs that must be addressed through mixed-flow and HOV lane improvements. As a result, the Plan includes only 1,840 lane-miles of mixed-flow improvements for freeways and conventional highways and 1,285 lane-miles of HOV improvements, as opposed to the 5,300 lane-miles of mixed-flow and 2,290 lane-miles of HOV improvements which would have been otherwise required. There must be continued effort to develop commitment from other transportation agencies and local government in the region to support and help implement the growth management, demand management, and transit components of the Regional Mobility Plan, as well as the mixed-flow and HOV components.

Figure A-1 and A-2 present graphic comparisons of the Regional Mobility Plan and the 10-year RDP of the System Management Plan provisions for mixed flow improvements, including new corridor development, and for HOV lanes. The primary differences between the two plans result from differences in horizon year (1995 vs. 2010) and growth projection, and differences in funding constraints (constrained vs. unconstrained). The Regional Mobility Plan is thus far more comprehensive and ambitious than the 1985 System Management Plan although the 1988 System Management Plan, the development of which is being closely coordinated with the RMP, should significantly narrow the gap. The Regional Mobility Plan is also more specific than the System Management Plan in designating HOV lane improvements. The System Management Plan does not go beyond the identification of HOV "candidate" routes, without further commitment. This

issue is also being addressed in the SMP update. Although there are major obvious differences between the plans in terms primarily of scope, there is also major agreement. With only minor exceptions, all the Caltrans project recommendations are entirely comprehended within the Regional Mobility Plan.

In terms of the specific route concepts prepared by Caltrans, the principal difference concerns level of service objectives. Following Executive Committee direction, the Regional Mobility Plan was developed with the specific objective of achieving and maintaining 1984 service levels over the course of the planning period. The vigorous growth management, demand management, and transit development components of the plan, coupled with the mixed flow and HOV freeway improvements, are projected to largely achieve this objective. The overall plan thus cannot be constrained to anticipated funding, but includes a financial plan to develop new revenues to make up shortfalls.

The route concepts, on the other hand, were developed with reference to available funding and right-of-way and must therefore accept much lower "concept levels of service." The lower level of service objectives contained in the route concept reports, however, are merely compromises required by the parameters which governed their preparation. LOS D is still regarded as desirable, even if not attainable under the constrained scenario. As noted in the District 7 System Management Plan relative to the 1984 RTP, "although project inconsistencies exist, overall policies and goals appear to complement each other." That observation remains true.

REASON FOR CHANGE:

This section, although required by CTC guidelines, had been previously included in the Draft RMP.

REVISION TO THE DRAFT REGIONAL MOBILITY PLAN

(FIGURE)

FIGURE # I-3/V-5


PAGE #

TITLE: HIGH OCCUPANCY VEHICLE IMPROVEMENTS

DESCRIPTION OF CHANGES:

Revisions of constrained and unconstrained projects based on discussions with CalTrans and requests by County Transportation Commissions.



- 
- CONSTRAINED IMPROVEMENTS
 - ■ ■ ■ UNCONSTRAINED IMPROVEMENTS
 - ■ ■ ■ CONSTRAINED NEW/IMPROVED CORRIDOR
 - ■ ■ ■ UNCONSTRAINED NEW/IMPROVED CORRIDOR



SAN DIEGO CO
REV. 1/10/89

REVISION TO THE DRAFT REGIONAL MOBILITY PLAN
(FIGURE)

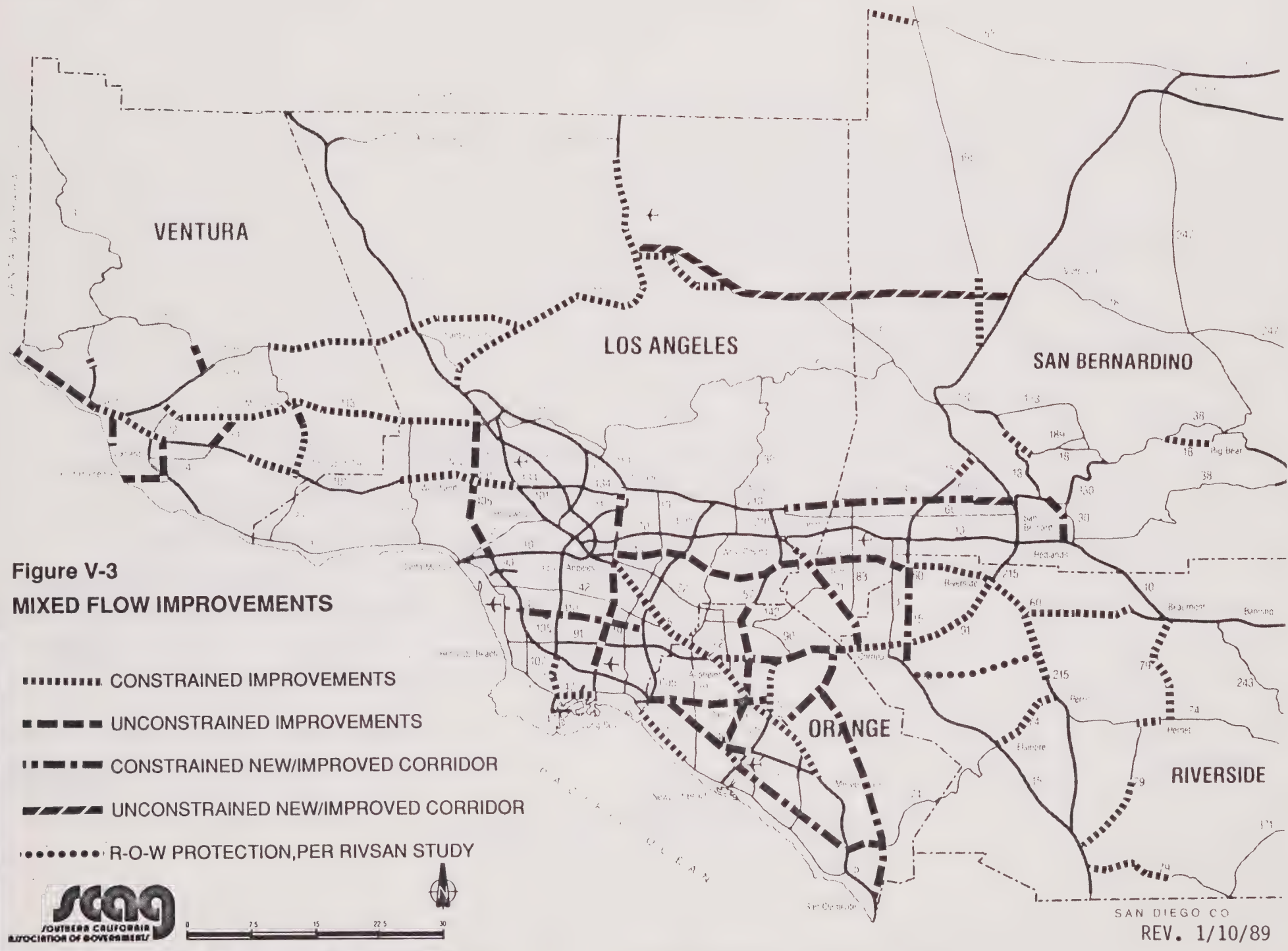
FIGURE # I-4/V-3

PAGE #

TITLE: MIXED FLOW IMPROVEMENTS

DESCRIPTION OF CHANGES:

Revisions of constrained and unconstrained projects based on discussions with CalTrans and requests by County Transportation Commissions.



REVISION TO THE DRAFT REGIONAL MOBILITY PLAN
(FIGURE)

FIGURE # I-6/V-7

PAGE #

TITLE: CONSTRAINED TRANSIT DEVELOPMENT

DESCRIPTION OF CHANGES:

1. Graphic revisions for clarity of presentation.
2. Project modification of Orange County Transitway program based on OCTC request.
3. Commuter rail projects removed and shown on Fig. V-9.

B-63

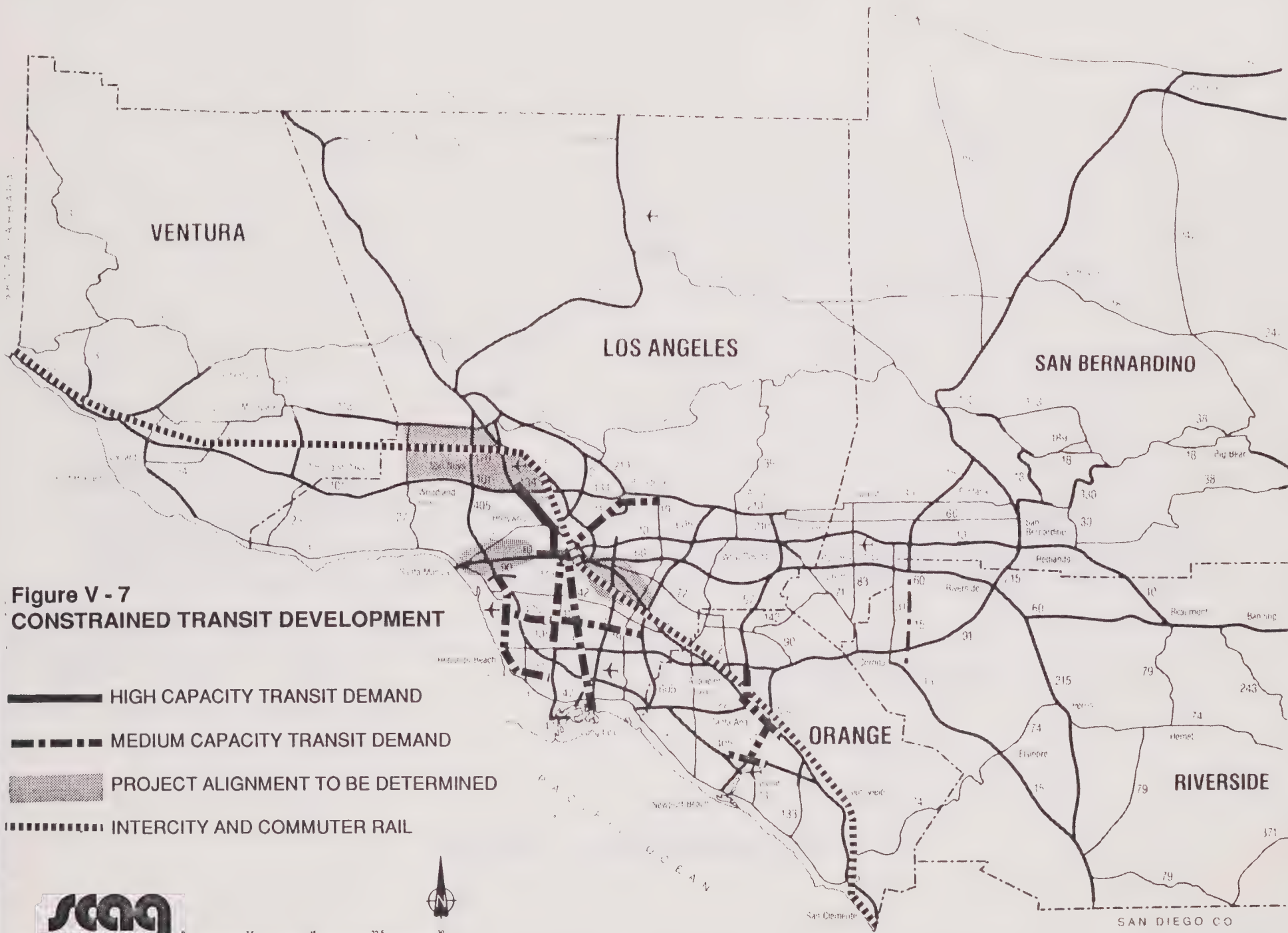
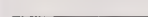

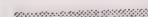
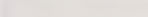


Figure V - 7
CONSTRAINED TRANSIT DEVELOPMENT

-  HIGH CAPACITY TRANSIT DEMAND
-  MEDIUM CAPACITY TRANSIT DEMAND
-  PROJECT ALIGNMENT TO BE DETERMINED
-  INTERCITY AND COMMUTER RAIL



SAN DIEGO CO

REV. 1/10/89

REVISION TO THE DRAFT REGIONAL MOBILITY PLAN

(FIGURE)

FIGURE # I-7/V-8

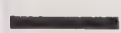

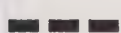
PAGE #

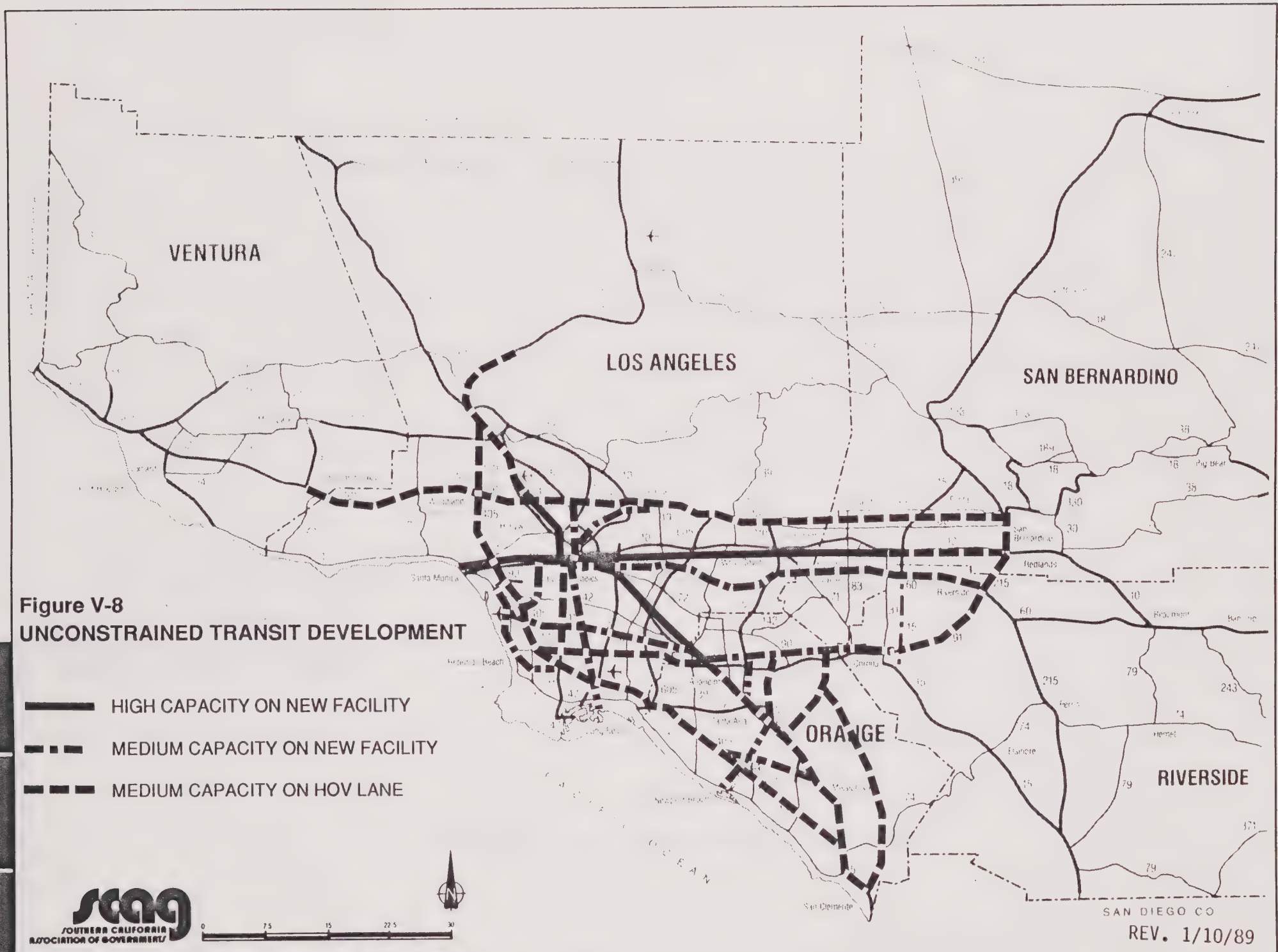
TITLE: UNCONSTRAINED TRANSIT DEVELOPMENT

DESCRIPTION OF CHANGES:

Extensive revisions to transit proposals to incorporate use of HOV lanes for medium capacity transit services where capacity is projected to be sufficient. New figure shows full extent of Transit Development proposed for 2010, including both constrained and unconstrained elements (See Fig. I-6/V-7). Proposals incorporate Proposition A lines in Los Angeles county and Transitway program for Orange County Transit District. Graphics have been clarified by removal of transportation corridors.

Figure V-8
UNCONSTRAINED TRANSIT DEVELOPMENT

-  HIGH CAPACITY ON NEW FACILITY
-  MEDIUM CAPACITY ON NEW FACILITY
-  MEDIUM CAPACITY ON HOV LANE



REVISION TO THE DRAFT REGIONAL MOBILITY PLAN
(FIGURE)

FIGURE # I-8/V-14

PAGE #

TITLE: HIGHWAY CONGESTION 2010

DESCRIPTION OF CHANGES:

San Joaquin Hills, East-West, and Foothill Corridors in Orange County, and I-710 extension in Los Angeles County added to highway network



REVISION TO THE DRAFT REGIONAL MOBILITY PLAN
(FIGURE)

FIGURE # I-9/V-15

PAGE #

TITLE: LONG RANGE CORRIDORS

DESCRIPTION OF CHANGES:

Relocation and shortening of proposed freeway corridor between Santa Clarita and US 101 in Western Los Angeles County.



REVISION TO THE DRAFT REGIONAL MOBILITY PLAN
(FIGURE)

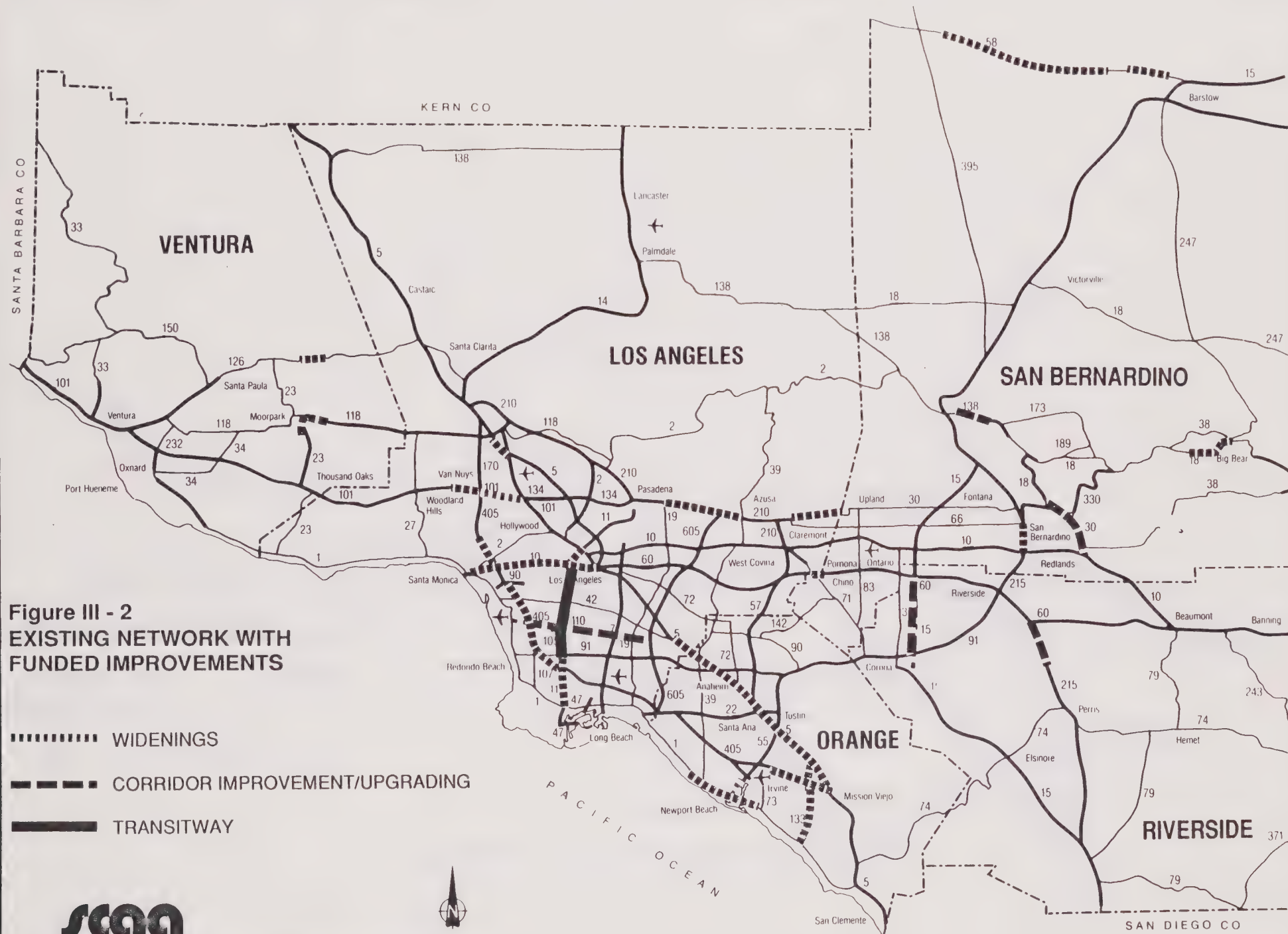
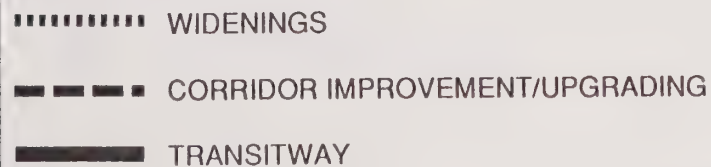
FIGURE # III-2

PAGE #

TITLE: EXISTING NETWORK WITH FUNDED IMPROVEMENTS

DESCRIPTION OF CHANGES:

Addition of new category to indicate I-110 (Harbor Freeway) Transitway



REVISION TO THE DRAFT REGIONAL MOBILITY PLAN
(FIGURE)

FIGURE # V-6



PAGE #

TITLE: TRANSPORTATION CORRIDORS

DESCRIPTION OF CHANGES:

Graphic revision for clarity of presentation showing same corridors but without distinction between existing corridors (Proposition A and Orange County Transitway) and extensions.

Figure V - 6
TRANSPORTATION CORRIDORS

-  CORRIDORS
-  ACTIVITY CENTERS



REVISION TO THE DRAFT REGIONAL MOBILITY PLAN
(FIGURE)

FIGURE # V-10

PAGE #

TITLE: REGIONAL AIRPORT SYSTEM

DESCRIPTION OF CHANGES:

Correction of designation of Tustin and El Toro Military Air Fields (previously shown as General Aviation)

**Figure V - 10
REGIONAL AIRPORT SYSTEM**

- AIR CARRIER AIRPORT
- GENERAL AVIATION AIRPORT
- MILITARY AIRBASE/STATION



REVISIONS TO THE DRAFT REGIONAL MOBILITY PLAN
(TEXT)

PAGE # V-10 PARAGRAPH # 1 LINE # 2

EXISTING LANGUAGE:

<u>Agency</u>	<u>Action</u>	<u>Date</u>
(None)	tax legislation. Local Governments	

NEW LANGUAGE:

<u>Agency</u>	<u>Action</u>	<u>Date</u>
CTS	(No Change)	

REVISIONS TO THE DRAFT REGIONAL MOBILITY PLAN

(TEXT)

PAGE # V-8 PARAGRAPH # 3a (new paragraph) LINE # A11

EXISTING LANGUAGE:

None

NEW LANGUAGE:
(New paragraph)

Agency

Action

Date

CTS

Advise employers, lawmakers
and others on how to implement
telecommunications and work-at-
home programs.

1989-
2010

REVISIONS TO THE DRAFT REGIONAL MOBILITY PLAN

(TEXT)

PAGE # V-9 PARAGRAPH # 5a (new paragraph) LINE # A11

EXISTING LANGUAGE:

None

NEW LANGUAGE:

(New paragraph)

Agency

Action

Date

CTS

Advise employers, lawmakers,
and others on how to implement
rideshare programs.

1989-
2010

REVISIONS TO THE DRAFT REGIONAL MOBILITY PLAN

(TEXT)

PAGE # V-7 PARAGRAPH # 1 LINE # 1,6,7,8.

EXISTING LANGUAGE:

<u>Agency</u>	<u>Action</u>	<u>Date</u>
SCAG	SCAG shall establish an outreach program using both public forums and communications media to promote awareness of growth and mobility issues and possible solutions to them.	1989-2010

NEW LANGUAGE:

<u>Agency</u>	<u>Action</u>	<u>Date</u>
SCAG, <u>CTS</u>	SCAG shall establish an outreach program using both public forums and communications media to promote awareness of growth and mobility issues and possible solutions to them; <u>advise employers, lawmakers and others on how to implement flextime and alternate work week programs.</u>	1989-2010

REVISIONS TO THE DRAFT REGIONAL MOBILITY PLAN

(TEXT)

PAGE # V-26

PARAGRAPH # 12

LINE # last action

EXISTING LANGUAGE:

CALTRANS, County	Construct unconstrained extensions to Regional transit system.	1989-
Commissions, SCRTD	(See unconstrained Transit Development map, Figure V-8).	2010

NEW LANGUAGE:

CALTRANS, County	<u>When new revenues are raised,</u> construct unconstrained extensions
Commissions,	to the Regional transit system. (See Unconstrained Transit Development map. Fig.
<u>Transit Operators</u>	V-8.)

REASON FOR CHANGE:

Response to Paul Taylor, Los Angeles County Transportation Commission letter of November 30, 1988.

12/7/88

REVISIONS TO THE DRAFT REGIONAL MOBILITY PLAN
(TEXT)

PAGE # 27

PARAGRAPH # 8

LINE # second to last action

EXISTING LANGUAGE:

SCAG

Encourage the continued development of paratransit services which 1989-
complement and are coordinated with public and fixed route services. 2010

NEW LANGUAGE:

SCAG, County
Commissions

Encourage the continued development of paratransit services which 1989-
complement and are coordinated with public and fixed route services. 2010

REASON FOR CHANGE:

Response to comment from Paul Taylor of the Los Angeles County Transportation Commission, 11/30/88.

12/7/88

REVISIONS TO THE DRAFT REGIONAL MOBILITY PLAN

(TEXT)

PAGE # V-27

PARAGRAPH # 2

LINE # second action

EXISTING LANGUAGE:

Operators

Add 2,920 buses to peak fleet for express, local and feeder service. 1989-
(Unconstrained Program) 2010

NEW LANGUAGE:

Operators

When revenues are raised, add services equivalent to 2,920 buses to 1989
peak fleet for express, local and feeder service. (Unconstrained 2010
Program)

REASON FOR CHANGE:

Response to comments from Mr. Paul Taylor of Los Angeles County Transportation Commission 11/30/88.

12/7/88

FINANCIAL ELEMENT

The Financial Element provides the cost and revenue estimates for the Regional Mobility Plan, and defines the financial actions to implement the various components of the Plan. Policies and objectives relating to finance are in the Policy Element.

Current Financial Obligations

Current financial obligations are the costs of maintaining and operating the existing transportation system and of implementing those projects programmed in the 1987 State Transportation Improvement Program. The shortfall in funding to complete the 1987 STIP, which includes projects programmed after the second year (approximately \$2 billion), has been carried over in this analysis as the first priority for future revenues.

The 1987 STIP covers a period of 5 years--1987 through 1991. All revenues generated through 1991 are assumed to be used to fund the STIP. For this reason, revenues used throughout the financial element begin with 1992.

Costs

The financial cost of the RMP transportation system includes the capital cost of: (1) Highways including HOV, mixed flow, and system management improvements; (2) Transit including medium and high capacity corridor improvements, buses--both expansion and replacement, and commuter and inter-city rail lines; and (3) Demand Management including express buses, shuttles, and park-and-ride facilities. (Table VI-1)

Table VI-2 indicates the cost of operating and maintaining the regional transportation system, both for highways and for transit. Also included are the costs required to provide comprehensive demand management services and to facilitate and maintain the changes in mode. Over 85% of these costs are associated with maintaining ridership in carpools, vanpools, park-and-ride service, and commuter express buses.

Note that in the analysis, capital costs are shown as total costs for 1992 through 2010 while operating and maintenance costs are shown as annual costs. All costs are in 1987 dollars and are order-of-magnitude costs. They should not be applied on an individual corridor or project basis.

The RMP financial element costs do not include the capital or operating and maintenance costs for local streets and roads. In 1985, a SCAG assessment of street and road needs showed that the existing arterial and collector roadways needed \$2 billion of improvements, over and above routine maintenance. The study noted that this was expected to nearly double by 1993. More analysis needs to be done in this area.

Finally, these are by no means the total public and private costs to build and operate the transportation system. For instance, they do not include the cost of private purchase and operation of the automobile, nor do they include the capital and operating costs of parking facilities.

TABLE VI-1
CAPITAL
COSTS, REVENUES, AND SHORTFALL (%)
(1987 \$, Millions)

	HIGHWAY	TRANSIT	DEMAND MANAGEMENT	TOTAL
<u>COSTS</u>				
LOS	\$ 7,400	\$ 25,700	\$ 30	\$ 33,130
ORA	4,100	2,600	10	6,710
RIV	800	500	4	1,304
SAN	800	1,300	4	2,104
VEN	600	200	2	802
TOTAL	\$ 13,700	\$ 30,300	\$ 50	\$ 44,050
<u>REVENUES</u>				
LOS	\$ 4,500	\$ 11,400	No Existing	\$ 15,900
ORA	2,700	400	Revenue	3,100
RIV	600	200	Source	800
SAN	600	100		700
VEN	300	100		400
TOTAL	\$ 8,700	\$12,200		\$ 20,900
<u>SHORTFALL</u>				
LOS	\$ 2,900 (39%)	\$ 14,300 (56%)	\$ 30 (100%)	\$ 17,230 (52%)
ORA	1,400 (34%)	2,200 (85%)	10 "	3,610 (54%)
RIV	200 (25%)	300 (60%)	4 "	504 (39%)
SAN	200 (25%)	1,200 (92%)	4 "	1,404 (67%)
VEN	300 (50%)	100 (50%)	2 "	402 (50%)
TOTAL	\$ 5,000 (36%)	\$ 18,100 (60%)	\$ 50 (100%)	\$ 23,150 (53%)

TABLE VI-2
OPERATING AND MAINTENANCE
COSTS, REVENUES, AND SHORTFALL (%)
(1987 \$, Millions)

	HIGHWAY	TRANSIT	DEMAND MANAGEMENT
<u>COSTS</u>			
LOS		\$ 1,900	976
ORA	Costs	400	413
RIV	assumed	120	136
SAN	to equal	160	158
VEN	revenues	50	77
TOTAL		\$ 2,630	\$ 1,760
<u>REVENUES</u>			
LOS		1,000	
ORA	N/A	180	
RIV		40	
SAN		80	
VEN		30	
TOTAL		\$ 1,330	\$ 150
<u>SHORTFALL</u>			
LOS		900 (47%)	
ORA	N/A	220 (55%)	
RIV		80 (67%)	
SAN		80 (50%)	
VEN		20 (40%)	
TOTAL		\$ 1,300 (49%)	\$ 1,615

=====

Available Revenues

Several key assumptions were made in estimating constrained revenues:

- (1) The Gann limit on transportation expenditures will be maintained;
- (2) There will be no change in distribution formulas for federal and state funds allocated by the state with respect to North-South split or county minimums;
- (3) The federal gas tax will continue and will provide 85% return to source;
- (4) All existing funding programs will continue at current levels;
- (5) Riverside and San Bernardino Counties will join Los Angeles and Orange Counties as eligible for Proposition 5 Guideway funds;
- (6) Riverside County will pass their local sales tax; and
- (7) Orange County will use tolls to fund part of their new corridors.

Based on these assumptions, available revenues from existing sources were projected for the years 1992-2010. Initially, these revenue estimates were developed in a strictly technical manner by a team of financial consultants (Financial Analysis of Alternative Strategies for the Regional Mobility Plan). Refinement of projections occurred in consultation with Caltrans and the County Transportation Commissions. These refined revenue

projections are presented in Table VI-1 for capital and Table VI-2 for operating and maintenance. It was assumed that all highway operating and maintenance costs could be met by application of existing sources of revenue.

Again, as in the situation with costs, there are revenues outside of the RMP financial element which are not included. For example, jurisdictions are collecting substantial developer exactions for transportation management investments and it is expected that these exactions will continue to be collected and that they will be developed in other jurisdictions.

Revenue Shortfall

Table VI-1 also shows the revenue shortfall in the capital, Table VI-2 the shortfall in the operating and maintenance programs. As the tables show, revenues from existing sources will not cover the cost required to fund the various programs called for in the Regional Mobility Plan. Approximately 60% of the transit capital needs cannot be met with existing revenues, leaving a \$18.1 billion shortfall in the transit capital program. Annual operating and maintenance requirements for the transit and demand management programs show large deficits. Only highway operating and maintenance would have enough revenue to cover costs.

TABLE VI-3
REVENUE SHORTFALL SUMMARY
(1987 \$ Millions)

CAPITAL SHORTFALL <u>(1992-2010)</u>		O & M SHORTFALL <u>(ANNUAL)</u>	
<u>HIGHWAY</u>	\$ 5,000 (36%)	<u>HIGHWAY</u>	-0-
<u>TRANSIT</u>	18,100 (60%)	<u>TRANSIT</u>	1,330 (49%)
<u>DEMAND MANAGEMENT</u>	50 (100%)	<u>DEMAND MANAGEMENT</u>	
		o Ridership Main.	1,510 (100%)
		o Vehicle Operation	100 (41%)
=====		=====	
TOTAL SHORTFALL:	\$23,150	ANNUAL O&M SHORTFALL:	\$ 2,940
=====		=====	

Constrained and Unconstrained Costs

The Mobility Plan has categorized projects into Constrained and Unconstrained to distinguish between two levels of implementation. Those actions and facilities which can be constructed or completed under existing revenue sources constitute the Constrained program. Actions and facilities which cannot be funded without additional revenue are in the Unconstrained program. The Constrained and Unconstrained facility improvement and development projects are displayed in the Action Element, Chapter V. (Figures V-3, V-4, V-5, V-6, V-7)

Revenue Issues

Forecasting revenues at the federal level is clouded by a number of issues. As stated above, the 1987 STIP reflects a shortfall in state funds which comes about because of the need to use state funds to backfill for decreases in federal funding. This analysis assumed federal funding would continue at current levels. The revenue situation will be drastically altered should this decrease in federal funding continue.

Second, the forecasts used in the RMP were derived by projecting federal and state gas tax revenues and then refined in consultation with Caltrans and the County Transportation Commissions. SB 140, passed recently, sets the annual state highway expenditure at \$1 billion/year. This policy-driven forecasting approach yielded results comparable to the earlier revenue forecasts.

Another uncertainty is that the Interstate System will be completed in 1992 and a new federal program will have to be initiated in 1993. The size and nature of this federal program has yet to be determined. Finally, gas tax revenues may be affected as the problems of air quality require more extensive use of alternative fuels.

Financial Actions to Meet Shortfall/Revenue Generation Approaches

Three basic approaches are considered for raising the necessary revenues. These revenue generation approaches are:

General Taxation Based Approaches: Taxes and fees are applied generally to pay for transportation system improvements. The underlying assumption behind such financing is that the benefits of such improvements accrue to the population as a whole with relatively little direct correspondence between amounts paid and benefits received. An example of this type of approach would be an increase in state or local sales taxes.

Value Capture Based Approaches: An effort is made to recoup a portion of the benefits that differentially accrue to the private sector as a result of a transportation improvement. Examples of this approach include benefit assessment fees, community facility district fees, and development impact fees.

User Based Approaches: Under this approach, those who use a particular mode or facility pay in proportion to their actual use and potentially for exercising their right to live and work where they choose. Toll financing of highways, congestion fees, gasoline taxes, and increases in transit fares are examples of user based transportation financing approaches.

The Financial Strategy

Table VI-4 summarizes one possible strategy to raise the revenue shortfalls in the RMP. Choices of revenue raising approaches, in the form of different scenarios, are detailed for shortfalls in highway capital only. Major reliance for increasing revenues would be on user based approaches. In addition to the user charges, the RMP financial strategy categorizes gas taxes as user fees, and includes congestion charges and tolls. It also would require the removal of the Gann limit on transportation expenditures.

Following is the relative reliance on alternative types of revenue sources in Table VI-4:

HIGHWAY CAPITAL

- Scenarios I, II, IV are 100% user-based
- Scenario III is 100% taxation-based

The scenarios raise revenues from various sources such as; a state gas tax, a regional gas tax, local sales taxes, the addition of tolls during the peak periods on selected facilities in appropriate counties, or any combination of the aforementioned methods.

DEMAND MANAGEMENT

- 100% user-based

TRANSIT CAPITAL

- 61% user-based
- 39% taxation-based

TRANSIT O & M

- 65% user-based
- 25% value capture
- 10% taxation-based

Where necessary, annual benefit assessments were included to raise revenues for transit operating and maintenance. These have been estimated in a way which supports the jobs/housing policies of the Growth Management Plan, assessing nonresidential units in Los Angeles and Orange Counties while assessing dwelling units in Riverside and San Bernardino Counties.

The financial strategy emphasizes flexibility in the use of traditional and non-traditional revenue sources to fund necessary transportation improvements. The reliance on user-based approaches to raising transit capital is an example of the intended flexibility of this program.

TABLE VI-4
FINANCIAL STRATEGY

(1987 \$)

HIGHWAY CAPITAL

Shortfall: \$5.0 billion

The shortfall for Highway Capital could be met under any one of the following four scenarios:

Scenario I

State Gas Tax of 15 cents.

Distributed as follows:

- 50% to local streets and roads (\$5 billion);
- 50% to Highway Capital (\$5 billion); and
- Distributed among the SCAG region as needed.

Scenario II

Regional Gas Tax of 10.5 cents.

Distributed as follows:

- 50% to local streets and roads (\$5 billion);
- 50% to Highway Capital (\$5 billion); and
- Distributed as needed in the region.

Scenario III

\$5 billion could be raised by local sales taxes:

- in Los Angeles County of 0.20%,
- in Orange County of 0.25%,
- in Riverside County of 0.10%,
- in San Bernardino County of 0.10%, and
- in Ventura County of .25%.

Note: 0.2% region-wide would also raise \$5 billion, but some revenues from Riverside and San Bernardino would have to be redistributed to Orange and Ventura Counties.

Scenario IV

Tolls on selected facilities in both peak periods as follows:

- Los Angeles County- 10 cents on 21% of the VMT;
- Orange County- 10 cents on 27% of the VMT;
- Riverside County- 10 cents on 10% of the VMT;
- San Bernardino County- 10 cents on 9% of the VMT; and
- Ventura County- 10 cents on 25% of the VMT.

HIGHWAY O & M

No shortfall.

DEMAND MANAGEMENT CAPITAL

Shortfall: \$50.3 million

a) Congestion fees on selected facilities in the morning peak as follows would raise \$50.3 million:

Los Angeles County- 10 cents on 0.7% of the VMT;

Orange County- 10 cents on 0.6% of the VMT.

b) Farebox recovery increase in the form of partial elimination of employer provided and subsidized parking and the substitution of demand management services, including express commuter bus, park-n-ride facilities and shuttle services would be used to reduce the above congestion charges.

DEMAND MANAGEMENT O & M

Shortfall: Maintenance \$1512 million;
Operating \$104 million.

a) Parking fees at employment centers as follows (roughly \$404 million):

Los Angeles-	up to \$1.90/veh/day;
Orange-	up to \$1.60/veh/day;
Riverside-	up to \$3.80/veh/day;
San Bernardino-	up to \$1.20/veh/day; and
Ventura-	up to \$1.40/veh/day.

b) Farebox recovery increase would be needed to generate the remaining shortfall. Farebox recovery increase would be in the form of employer provided transit passes, reduction of employer provided parking, and transferring this into a transportation allowance usable for transit and special demand management services.

TRANSIT CAPITAL

Shortfall: \$18.1 billion.

a) State Gas Tax of 5.6 cents (Roughly \$3.8 billion)

Distributed 100% to rail transit as Article XIX funds.
This tax distributed by county minimums would fund all of shortfalls for Riverside and Ventura Counties.

b) Parking fees at employment centers as follows (roughly \$3.8 billion):

Los Angeles-	\$1.90/veh/day;
Orange-	\$0.75/veh/day;
San Bernardino-	\$0.90/veh/day.

c) Farebox recovery increase would also be used to reduce the above user based charges.

d) Local Sales Tax as follows (roughly \$6.9 billion):

Los Angeles County	0.42%;
Orange County	0.13%;
San Bernardino	0.10%.

TRANSIT O & M

Shortfall: Roughly \$1.3 billion per year in 2010.

a) Parking fees at employment centers (roughly \$.85 billion):

Los Angeles-	\$5.8/veh/day;
Orange-	\$2.9/veh/day;
Riverside-	\$6.5/veh/day;
San Bernardino-	\$1.9/veh/day; and
Ventura-	\$1.1/veh/day.

b) Farebox recovery increase would be used to reduce parking fees.

c) Local Sales Tax (roughly \$.13 billion):

Los Angeles-	0.11%;
Orange-	0.07%;
Riverside-	0.23%;
San Bernardino-	0.06%; and
Ventura-	0.09%.

Note: Riverside and Ventura Counties include an extra 25% of the shortfall as there is no benefit assessment attributable in these counties.

d) Benefit Assessment (roughly \$.31 billion):

Los Angeles-	\$.56/sq ft non residential;
Orange-	\$.31/sq ft non residential;
San Bernardino-	\$220 /DU.

Increases to revenue sources which traditionally raise monies for highway programs, are proposed to be used more flexibly for transit programs. This and the use of toll roads or user fees would require revisions to current legislative authority.

Table VI-4 is one way the region could raise the revenues to fund the shortfall in the RMP. There are other ways the region could accomplish this. Each county has their own priorities and needs. Therefore, attached is a Revenue Sources and Equivalents Table for the SCAG region (Table VI-5). The table estimates revenues for each county which could be anticipated to be raised from increases in various funding sources. Each county can use this table to calculate their own program to raise the necessary revenues.

TABLE VI-5

REVENUE SOURCES AND EQUIVALENTS FOR SCAG REGION

(1987 DOLLARS IN MILLIONS)

COUNTY	SOURCE					
	State Gas Tax 1 cent/ gal	Regional Gas Tax 1 cent/gal	Local Sales Tax 1 cent	Benefit Assessment \$100/DU \$0.50/s.f.	Tolls Congestion 10 cents on 20% of VMT	Centers Parkin Fees \$1/veh/day
LOS	\$ 200	\$ 280	\$ 3,570	\$ 7,820	\$ 2,710	\$ 3,100
ORA	50	70	1,360	610	1,020	1,160
RIV	30	40	480		410	180
SAN	40	60	530	170	430	530
VEN	20	20	300		240	310

Note: State and Regional Gas Tax Projections assume 50% of revenues go to local streets and roads.

Actions

Following are the actions necessary to implement the financial program:

<u>Agency</u>	<u>Action</u>	<u>Date</u>
SCAG	Support gasoline tax increase.	1989
SCAG	Complete coordinated research and develop legislation to increase gasoline taxes to a level necessary to finance RMP improvements which benefit air quality.	1989
SCAG	Support the removal of the Gann limit on transportation.	1989
SCAG	Support the implementation of select toll facilities in Orange County.	1989
SCAG, Co. Commissions, Caltrans	Conduct study to identify specific mix of appropriate revenue sources, revenue collecting authorities and long range expenditure programs for the Unconstrained program of the RMP.	1989-1990
SCAG, Caltrans, Co. Commissions, ARB	Conduct planning studies on User Fees (e.g. congestion charges, peak period charges, tolls, emission fees, other), including candidate locations for pilot testing or demonstration, application techniques, application technologies, and impacts.	1989-1991
SCAG, Caltrans, Co. Commissions, ARB	Based on planning study results, develop user fee pilot testing/demonstration program. Choose appropriate application technique(s), select application technology(ies), develop cost/funding components, select location(s), make decision to conduct demonstration(s).	1991-1993
SCAG	Support study and development of congestion charges in metropolitan counties as both a Transportation Demand Management measure, and as a revenue measure to fund the overall Transportation Demand Management Program.	1989-2010
SCAG, Co. Commissions	Support and seek financial programs which support transit financing.	1989-2010

SCAG	Support local sales tax initiatives in all metropolitan counties.	1989-2010
SCAG, Co. Commissions, Local Governments	Support an increase in the state gas tax.	1990-2010
SCAG, Co. Commissions, Local Governments	Support increased flexibility in the use of gasoline tax revenues to fund needed transportation improvements.	1989-2010
SCAG, Co. Commissions, Local Governments	Support annual benefit assessments in all metropolitan counties where required to fund shortfalls.	1989-2010
SCAG, Local Governments, Co. Commissions	Support the increase of parking fees for all metropolitan counties where needed.	1989-2010
SCAG, Local Governments, Co. Commissions	Support the partial elimination of employer-provided and subsidized parking, with such revenues being used to fund transit and demand management services.	1989-2010

Other Funding Issues

Commuter/Intercity Rail Program

The five commuter rail services which are currently planned or under investigation in the SCAG region are in varying stages of financial development. In addition, intercity rail improvements are planned or under study on two of the same corridors. \$388 million in needed capital improvements have been identified for the five corridors. Thus far, \$8 million for LOSSAN corridor rail replacement has been approved, leaving a shortfall of \$380 million.

Aviation

To fund both capacity enhancement, maintenance and operations for the General Aviation airports in the SCAG region requires \$35 million annually. Available resources come to approximately \$22 million, leaving a shortfall for the next ten years of \$130 million.

Maritime, Railroads, and Goods Movement

San Pedro Bay Ports: Phase 1 of the ports access demonstration program, which costs \$58 million, has been fully funded from the Surface Transportation Assistance Act (STAA) of 1982. Phase 2 of the program will cost a total of \$74 million, and 80% of this amount was made available by the STAA of 1987. The remaining 20% will come from the ports and local jurisdictions in the ports area.

A financial plan for the \$220 million consolidated rail corridor is currently being negotiated.

Port of Hueneme: Estimated costs of highway access projects for the Port of Hueneme are approximately \$62 million. A more extensive set of improvements, involving upgrading Rice Ave to freeway status, would cost approximately \$208 million. These improvements are reflected in the mixed flow program of actions in the Action Element.

A financial plan will be developed as part of Phase II of the port access study.

Non-Motorized Programs

Funding for local and regional bikeway programs is provided from a number of sources. Federal funding within the SCAG region was \$5.6 million dollars in Fiscal Year 1985-86 and has increased by 8% to \$6.1 million for Fiscal Year 1988-89.

Appendix C. RMP Responses

RMP COMMENTS

COMMENT: The telecommuting goal of 20 percent trip reduction is absurd for the City of Fullerton. After you take out the fire, police, maintenance, and other essential personnel, you are not left with enough eligible employees to achieve a 20 percent reduction.

COMMENTOR: Joel Rosen, City of Fullerton

DATE OF COMMENT: 11/3/88

RESPONSE: In response to comments on the Draft AQMP concerning "overly optimistic" goals, the goal of the measure was clarified to seek a 20 percent reduction in work trip emissions by 2010 through any combination of work trip elimination or trip reduction (e.g. through the use of satellite work centers). Only 6 percent of the total reductions are assumed to take place by 1994. If local government does not meet the 20 percent target, it is assumed that a regional indirect source regulation, such as Regulation XV, would be used to implement the measure. Within the context of an indirect source rule, all employers may not be required to use the same combination of trip reduction strategies or reach the same trip reduction goal. Certainly, some firms/agencies (including local government) are more suited to telecommuting than others and it is assumed that in implementing an indirect source rule, it will be necessary to both: (1) allow employers some flexibility in choosing the appropriate combination of trip reduction strategies for their individual situation, and (2) provide some flexibility in setting a firm's trip reduction targets based upon individual circumstances. This clarifying language has been incorporated into the AQMP.

Initials of Person Responding: TCB

Date of Response: 12/5/88

REGIONAL MOBILITY PLAN COMMENTS

Comment: Elimination of free parking in all but residential areas will be a bureaucratic nightmare.

Commentor: Joel Rosen

Date of
Comment: 11/18/88 (public Hearing)

Response: The RMP does not require the elimination of free parking in all but residential areas. The Plan requires local government to conduct a local assessment of parking management techniques and adopt an air quality element into the General Plan which would consider such techniques as elimination of peak period on-street parking (among other strategies).

Initials of Person Responding: SB

Date of Response: 11/30/88

REGIONAL MOBILITY PLAN COMMENTS

Comment: How many employers are there with 25 or more employees or centers of 25 or more employees?

Commentor: Joel Rosen

Date of
Comment: 11/18/88 (Public Hearing)

Response: The precise number of employers is not know at this time. However, as with the implementation of Regulation XV, an estimate of employers to be affected by an ordinance or regulation would be provided at the time the ordinance or regulation is written, reviewed, and adopted by the local jurisdiction or SCAQMD.

Initials of Person Responding: SB

Date of Response: 11/30/88

REGIONAL MOBILITY PLAN COMMENTS

Comment: Requiring local government to condition business license approval to submission of rideshare plans is not legal.

Commentor: Joel Rosen

Date of
Comment: 11/18/88 (Public Hearing)

Response: The RMP does not require local government to condition business license approval. The RMP states that local government or SCAQMD should implement an ordinance or regulation that requires the development of trip reduction plans by employers (25+) and building owners & managers. Ordinances of this kind have been implemented in other cities, e.g., the City of Pleasanton in 1984.

Initials of Person Responding: SB

Date of Response: 11/30/88

REGIONAL MOBILITY PLAN COMMENTS

Comment: Comments on LACTC's ability to support unconstrained portion of RMP due to uncertainty in funding.

Commentor: Marcia Mednick, Los Angeles County Transportation Commission

Date of
Comment: 11-3-88

Response: The unconstrained program of facility development is not presently funded. Additional revenue will be necessary to complete this program. The RMP does recognize the need for additional funding from a number of potential sources, including federal funding, and contains programs to develop needed revenues. Unconstrained project implementation is contingent upon additional funding.

Initials of Person Responding: RH

Date of Response: 11/23/88

REGIONAL MOBILITY PLAN COMMENTS

Comment: Comments on the highway system of regional significance. The Commission believes that a system can only be adopted and carefully reviewed by local jurisdictions, Caltrans, and the transportation agencies. This is not possible within the timeframe of the planned adoption.

Commentor: Marcia Mednick, Los Angeles County Transportation Commission

Date of
Comment: 11-3-88

Response: The section of the RMP covering the system of regional significance has been revised. The changes reflect some of the comments presented. The short timeframe for comment on the final Draft is the culmination of a long period of very extensive input in the development of the plan.

Initials of Person Responding: RH

Date of Response: 11/23/88

REGIONAL MOBILITY PLAN COMMENTS

Comment: The LACTC cannot commit to projects that are on the unconstrained lists.

Commentor: Marcia Mednick, LACTC

Date of

Comment: Public Hearing, November 3, 1988

Response: The commitment to the unconstrained program is to obtain funding for the unconstrained improvements.

Initials of Person Responding: DC

Date of Response: 11/30/88

REGIONAL MOBILITY PLAN COMMENTS

Comment: The RMP Financial Element should more fully acknowledge the existing shortfalls for local street and road maintenance.

Commentor: (A) Marcia Mednick, LACTC
(B) Caltrans

Date of

Comment: (A) Public Hearing, November 3, 1988
(B) November 30, 1988

Response: The revised RMP includes a discussion of the shortfalls for local street and road maintenance

Initials of Person Responding: DC

Date of Response: 11/30/88

REGIONAL MOBILITY PLAN COMMENTS

Comment: The RMP depends on the enhancement of additional state and local taxes and fees but these cannot realistically provide the revenues. The financial strategy should be identified as options to each county (or the ability for local prioritization).

Commentor: (A) Marcia Mednick, LACTC
(B) OCTC

Date of

Comment: (A) Public Hearing, November 3, 1988
(B) November 14, 1988

Response: The revised RMP Financial Element acknowledges the problem of funding the shortfalls in the program. It utilizes a Menu of strategies to generate the necessary revenues, giving maximum flexibility to each county to choose the options best suited to that county.

Initials of Person Responding: DC

Date of Response: 11/30/88

REGIONAL MOBILITY PLAN COMMENTS

Comment: 1. RMP proposes extensive line-haul transit network composes primarily of rail lines similar to those being built under Proposition A in Los Angeles County.
2. Long distance line-haul may be inconsistent with job housing balance.
3. Transit system should be developed incrementally, using express bus services, later moving to an exclusive right of way.

Commentor: Marcia Mednick for LACTC

Date of
Comment: 11/3/88

Response: 1. Line-haul network proposed in plan is not specific to mode. Plan only indicates projected capacity requirements. Capacity may be met by any mode suitable. At issue, however, is the need to provide service which is capable of attracting a significant shift away from the private automobile, and which must therefore be competitive in time, price and comfort for those trips.

2. Long distance transit as proposed for corridors in RMP will connect existing activity centers, thereby facilitation job development outside central Los Angeles and with it improving job/housing balance. Although also enabling easier commuting over distances, such commutes already exist and are the cause of significant congestion, and projections suggest further growth will occur regardless of quality of transit.

3. Transit development in corridors will, due to the shortfall constraint, necessarily be incremental. However, extension of present system of express transit using through buses on mixed flow lanes or arterials will not attract the shift in ridership required. Service improvements must consider operations on dedicated or high-speed corridors from the start of service, either by bus or by rail or other mode as determined by demand analysis and available funding.

Initials of Person Responding: DS

Date of Response: 11/23/88

REGIONAL MOBILITY PLAN COMMENTS

Comment: The unconstrained program will require funding far beyond current resources in both capital and in operating and maintenance programs.

Commentor: (A) Marcia Mednick, Los Angeles County Transportation Commission
(B) Orange County Transportation Commission
(C) Jack Reagan, Riverside County Transportation Commission
(D) Mark Christensen, Southern California Gas Company

Date of

Comment: (A) Public Hearing, November 3, 1988
(B) November 14, 1988
(C) November 16, 1988

Response: The revised RMP Financial Element acknowledges the problem of funding the shortfalls in the unconstrained program. It includes a Menu of strategies to generate the necessary revenues, giving maximum flexibility to each county to choose the options best suited to that county.

Initials of Person Responding: DC

Date of Response: 11/30/88

REGIONAL MOBILITY PLAN COMMENTS

Comment: The increase in transit use might be too drastic insight of the fact that the average vehicle *** is subject to increase from 1.12 to only 1.18. A vision statement might be helpful in describing what the RMP would mean to the average commuter or local communities.

Commentor: Heather Iwamuro - Commuter Transportation Service, Inc.

Date of

Comment: 11/3/88

Response: RMP proposes a full range of strategies including extensive HOV (1251 additional lane miles) and transit services to reduce congestion and improve air quality. HOV ridership is anticipated to grow to 1,600,000 daily commuters, and transit usage to 940,000 work trips. However, the transit system also serves a full range of non work trips, which constitute a majority of the total trips, whereas off-peak use of HOV is limited. Long haul transit is more an aggregation of shorter trips than a collection of long distance trips. HOV increases represent a 44% increase in the number of passengers (non drivers) per automobile, and transit usage approximately a 200% increase. However, transit has a current mode share of about 6% compared to the auto share of over 90%. Incentives are required for both, and both are provided in the RMP. Cost per trip, however, is a misleading figure when only public costs are included, as the total cost per trip fails to account for the cost of automobile ownership and operation. A full cost accounting makes transit and HOV roughly comparable on a per passenger basis, with transit holding the edge in more densely built up areas, and HOV in areas of lower density.

A change of goal to reduce transit below the projected 19.3% mode share would necessitate a significant increase in the miles of additional HOV and mixed flow lanes required, while providing the additional facilities to permit higher speeds and thereby reduce air quality impacts would more than double the cost of the entire system (See Preliminary Draft of Strategies, April, 1988).

The RMP is prefaced with the overall goal of attaining and maintaining mobility at levels comparable with 1984. A substantial increase in transit usage is envisioned if we are to be successful in achieving a 19% mode share.

Initials of Person Responding: PH

Date of Response: 12/7/88

GMP COMMENTS

COMMENT: The regulatory powers employed by environmental agencies such as SCAQMD, and environmental laws such as CEQA could be used to limit commercial development in job rich areas.

COMMENTOR: City of Santa Ana

DATE OF COMMENT: 11/16/88

RESPONSE: The SCAQMD has proposed adoption of an indirect source rule which would reduce emissions from commercial development. If mitigations are approved, development could proceed.

CEQA requires environmental review. In this case, as well, if mitigations are approved, development can proceed.

Initials of Person Responding: BBS

Date of Response: 12/2/88

RESPONSE TO COMMENTS OF THE CITY OF SANTA ANA
(11/16/88)

SCAG will continue to use the GMA-4 Mod. J/H regional total in the GMP based on technical and legal reasons.

SCAG's GMP is based the GMA-4 Mod. J/H alternative which forecast 18.3 million people by the year 2010--about 1.2 million higher than the State Dept. of Finance's projection of 17.1 million. Most of the differences between the DOF and SCAG levels of growth are due to differences in methodology and assumptions, specifically, natural increase. The SCAG forecast assumes births, deaths and migration rates by ethnicity. In order to achieve the DOF total, all the ethnic fertility rates had to be merged to the projected white rate in the year 2010, the survival rates were also lowered and the in-migration to the region was reduced to maintain the same net migration levels.

This lower regional total (17.1 million) is presented in the GMP as an alternative (GMA-LOW J/H) and assessed in the EIR.

We have reviewed current legislation and administrative policies related to consistency in the use of population projections. Our conclusion is that the region can develop and use its own growth projections for air quality, housing, transportation and water quality planning.

REGIONAL MOBILITY PLAN

Comment: The RMP does not identify or quantify the programmatic and financial impacts upon local governments of implementing these ordinances.

Commentor: City of Santa Ana

Date of
Comment: November 16, 1988

Response: The RMP recognizes the financial impacts upon those jurisdictions which will be faced with implementing the ordinances in the Plan. The Financial Element calls for flexibility in funding in order to allow the use of some of the monies raised to offset the costs to jurisdictions of maintaining these programs.

Initials of Person Responding: DC

Date of Response: 12/7/88

REGIONAL MOBILITY PLAN COMMENTS

Comment: Increasing local value capture fees (i.e. benefit assessment and development impact fees) to finance regional transportation improvements will severely impact and frustrate redevelopment efforts in older communities.

Commentor: City of Santa Ana

Date of
Comment: November 16, 1988

Response: The revised RMP Financial Element includes a table which identifies a number of revenue sources and the equivalent funds each would raise (Table VI-5, Revenue Sources and Equivalents for SCAG Region). Using this table, each county could choose the options for raising necessary revenue which suit that county's priorities. It would not be necessary to use benefit assessment fees or development impact fees if they were inappropriate to the county's needs.

Initials of Person Responding: DC

Date of Response: 12/7/88

REGIONAL MOBILITY PLAN COMMENTS

Comment: The RMP Financial Element assumes that the Unconstrained project list can be completed without substantial federal involvement.

Commentor: City of Santa Ana

Date of

Comment: November 16, 1988

Response: The revised RMP Financial Element emphasizes user-based approaches to raising the needed funds rather than general taxation. The underlying assumption in the RMP is to charge those who use a particular mode or facility in proportion to their actual use.

Initials of Person Responding: DC

Date of Response: 12/7/88

REGIONAL MOBILITY PLAN COMMENTS

Comment: All policies found in the Aviation Element of the RTP should be specifically enumerated in the RMP.

Commentor: City of Irvine

Date of
comment: 11/15/88

Response: A copy of the 1982 aviation policies will be placed in the RMP appendix.

Initials of Person Responding: MA

Date of Response: 11/22/88

REGIONAL MOBILITY PLAN COMMENTS

Comment: The City of Irvine has an adopted policy of opposition to conversion of the Marine Corps Air Station at El Toro into a joint use or full commercial airport.

Commentor: City of Irvine

Date of
Comment: 11/15/88

Response: The position of the city of Irvine with respect to MCAS El Toro is acknowledged.

Initials of Person Responding: MA

Date of Response: 11/22/88

REGIONAL MOBILITY PLAN COMMENTS

Comment: MCAS El Toro and MCAS Tustin are mislabeled as general aviation airports instead of military air stations.

Commentor: City of Irvine

Date of
Comment: 11/15/88

Response: The map on page V-35 will be corrected.

Initials of Person Responding: MA

Date of Response: 11/22/88

REGIONAL MOBILITY PLAN COMMENTS

Comment: Questions on the RMP EIR covering the issue of incorporation of arterial streets into the new broader definition of the regional highway system.

Commentor: City of Irvine

Date of
Comment: 11-15-88

Response: SCAG is viewing the scope of planning to include major arterials in a wider context of the regional transportation system. This represents a shift in the planning focus, as exemplified in regional area and corridor studies, not a change in policy. Certain changes are being made in the wording of this section.

Initials of Person Responding: RH

Date of Response: 11/23/88

REGIONAL MOBILITY PLAN COMMENTS

Comment: Questions on the wording of the RMP EIR covering freeway
widening.

Commentor: City of Irvine

Date of
Comment: 11-15-88

Response: SCAG is reviewing this section for consistency of wording.

Initials of Person Responding: RH

Date of Response: 11/23/88

REGIONAL MOBILITY PLAN COMMENTS

Comment: Number 17, questions on the RMP EIR covering the issue of traffic diversion to arterial streets and the level of arterial street activity.

Commentor: City of Irvine

Date of
Comment: 11-15-88

Response: SCAG is not anticipating a drop in the absolute level of arterial street use only a change in the relative level or percentage. In spite of increases in total system person carrying capacity, including such things as transit and ridesharing, total regional VMT increases by 62 million daily. The composition of the traffic mix on local arterials would depend on local characteristics of the facility in question.

Initials of Person Responding: RH

Date of Response: 11/23/88

REGIONAL MOBILITY PLAN COMMENTS

Comment: Questions on the RMP EIR covering the issue of impact from the San Joaquin Hills corridor.

Commentor: City of Irvine

Date of
Comment: 11-15-88

Response: SCAG is aware of this error in identifying the I-405, which is incorrect, instead of the I-5, which is correct, as the eastern terminus of the San Joaquin Hill corridor.

Initials of Person Responding: RH

Date of Response: 11/23/88

REGIONAL MOBILITY PLAN COMMENTS

Comment: Questions on the RMP EIR covering the issue of I-405 HOV improvements, I-5 HOV improvements south of the I-405, the east and west legs of the Eastern Corridor, and the status of the San Joaquin Hills corridor.

Commentor: City of Irvine

Date of
Comment: 11-15-88

Response: No additional facilities other than those currently under construction are contemplated in the RMP at this time. HOV improvements south of I-405 on I-5 are currently under study and are contemplated as being as having available funding under the definition of the constrained program. The Eastern Corridor is clearly identified in all figures in the EIR. The San Joaquin corridor is treated as a constrained project in both the RMP EIR and the RMP.

Initials of Person Responding: RH

Date of Response: 11/23/88

REGIONAL MOBILITY PLAN COMMENTS

Comment: Before encouraging local jurisdictions to expend bikeway funding sources for bicycle facilities development (p. 26 of EIR), it may prove beneficial to require all local jurisdictions to develop and adopt a master plan of bike trails so that a comprehensive integration of bicycle trails with activity centers and the street system can be achieved.

Commentor: City of Irvine

Date of
Comment: November 15, 1988

Response: In the SCAG region, each county has adopted a county wide bikeway plan. Over 80 percent of local cities have adopted similar commuter plans and bicycle programs. These plans generally include a description of selected routes; and explanation of how the bikeway system will be coordinated with other modes of transportation; a description of projects being implemented; and, a reference to support facilities such as rest facilities, storage lockers, and parking facilities.

SCAG, along with other public agencies such as the California Department of Transportation, and county transportation commissions, currently participate in planning, developing, funding and implementing regionally significant bikeway facilities. They likewise coordinate with implementing agencies to link facilities for the purpose of creating both a local and regionally significant bikeway network that is continuous, convenient to use, easily accessible, and relatively safe from injury and theft.

Initials of Person Responding: KJI

Date of Response: 11/30/88

REGIONAL MOBILITY PLAN COMMENTS

Comment: Questions on the RMP EIR covering the issue of 2010 congestion levels, the method of calculating V/C ratios, and the omission of planned Orange County Routes.

Commentor: City of Irvine

Date of
Comment: 11-15-88

Response: Congestion levels for 2010 were derived from the SCAG Regional Transportation Model. The map on congestion levels will be revised to include the 2010 Orange County routes.

Initials of Person Responding: RH

Date of Response: 11/28/88

REGIONAL MOBILITY PLAN COMMENTS

Comment: 1. Transit goal is 19% for 2010 compared to existing 6%. Is this realistic? What is the basis for this goal? What specific actions are proposed to achieve this goal?

2. Does Transit strategy complement job/housing balance goals, and dispersal of employment in region?

3. Concern over potential for differential impact of TDM on transit users.

Commentor: City of Irvine

Date of Comment: 11/15/88

Response: 1. Goal was set by requirements to attain air quality standards set by AQMP and by SCAG Executive Committee decision to adopt the Preferred Strategy for the Mobility Plan following extensive public review and comment. Transit program detailed in RMP (pp V-21 through V-27) provides specific measures and actions required to implement the plan.

2. Plan transit system is a combination of guideway and freeway/arterial services for line-haul portions, with local circulation and feeder services connecting. Demand projections indicate requirements for mobility after accounting for job housing balance and demand management strategies. Job dispersal is defined as improving balance among the subregions through location of new jobs primarily in activity centers of job-poor subregions, thereby supporting transit use between centers and surrounding localities.

3. Expanded transit system will add mobility to the transit dependent as well as providing modal choice for non-dependent. Direct user cost of transit is anticipated to increase only modestly as farebox recovery rate is unchanged in plan (used for operating expenses). Capital sources are mixture of general taxes (sales) and specific charges on automobile use (parking, tolls, gasoline) and do not impact transit dependent directly.

Initials of Person Responding: DS

Date of Response: 11/22/88

RESPONSE TO COMMENTS OF THE CITY OF IRVINE
(11/15/88)

A socio-economic impact analysis will be completed and available in early December of 1988.

REGIONAL MOBILITY PLAN COMMENTS

Comment: Provide a process for local governments and the private sector to meaningfully participate in plan development.

Include a detailed description of the relationship with both the Growth Management Plan and the Air Quality Plan.

Commentor: Mr. William Woolett, Jr. Acting Director of Community Development

Date of
Comment: November 15, 1988

Response: 1. SCAG has a technical committee, the Regional Transportation Plan Working group, which is made up of representatives from transportation agencies, counties and some cities and affected parties (i.e. Auto Club and CTS). This committee has provided technical guidance in the plan development. The transportation subcommittee of SCAG's Regional Research Institute has provided input from the business community. Policy guidance has been provided by member cities represented on SCAG's policy committees, particularly the Transportation and Communications Committee.

An action has been added to the Local Streets and Roads Program (page V-18) which includes local government and individual participation in plan implementation programs.

2. The executive summary, page I-1 paragraph 2 includes a brief discussion of the relationship of the various plans. Additional references may be found on page III-6 Paragraph 4 and page V-3 paragraph 1.

Initials of Person Responding: JLN

Date of Response: 12/5/88

RESPONSE TO THE COMMENTS OF THE CITY OF BUENA PARK
(11/17/88)

The intent of the J/H balance policy is to improve the transportation system and the air quality over the Baseline or Trend projection, which assumes continuation of market forces. If market forces and trend continued, the region's transportation and air quality would be significantly worse. However, with the implementation of J/H balance, commute distance is reduced by 33.4 million miles/day and reactive organic gases emissions from mobile sources by 46.5 tons/day.

These transportation and air quality impacts are based on the results of the transportation model run of the GMA-4 Mod. J/H distribution, and the results of the Direct Travel Impact Model in the AQMP. For more detail see the RMP and AQMP.

REGIONAL MOBILITY PLAN COMMENTS

Comment: Greater priority should be given to improving Rte. 71.

Commentor: City of Pomona

Date of
Comment: November 18, 1988

Response: The Regional Mobility Plan contains two priority categories of improvement for regional facilities: the constrained program and the unconstrained program. First priority for improvement is the constrained program, which includes both mixed-flow and HOV improvements on Rte. 71. Within the constrained, or first priority, category of improvements, a number of practical factors such as funding availability and project readiness will determine the actual timing of project programming and implementation.

Initials of Person Responding: GM

Date of Response: 12/7/88

REGIONAL MOBILITY PLAN COMMENTS

Comment: RMP should place greater emphasis on funding/upgrade of local streets serving regional travel

Commentor: City of Pomona

Date of
Comment: November 18, 1988

Response: SCAG staff totally agree that much greater attention must be given to planning and programming for local arterials which serve a regional function. The accommodation of our growing mobility needs simply through continued freeway expansion is inequitable and inappropriate. Accordingly, the RMP contains an identification of a new Transportation System of Regional Significance which includes local arterials carrying significant proportions of regional trips. This system defines the future transportation planning focus for the region, particularly in subsequent area and corridor studies undertaken to refine the RMP. The identification of funding for improvements to this system must remain part of the longer term effort.

Initials of Person Responding: GM

Date of Response: 12/7/88

REGIONAL MOBILITY PLAN COMMENTS

Comment: Developer and parking fees should be more explicitly defined.

Commenter: City of Pomona

Date of
Comment: November 18, 1988

Response: The RMP (p. V-9) leaves the definition of parking fees to local government. The RMP calls for the adoption by local government of Air Quality Elements for each general plan. The Air Quality Elements should consider as appropriate a number of measures, including graduated parking fees, elimination of peak period parking, and so on. The RMP does not contain any actions calling for developer fees.

Initials of Person Responding: GM

Date of Comment: 12/7/88

REGIONAL MOBILITY PLAN COMMENTS

Comment: The identified "long range corridor" between Rte. 60 and I-10 could have severe impacts on the community.

Commenter: City of Pomona

Date of
Comment: November 18, 1988

Response: As noted in the text (p. V-50), the "long range corridors" were defined for purposes of further study. The alignments, effectiveness, impacts, and desirability of any of these corridors remains to be determined. No development proposals will be made before completion of much further study.

Initials of Person Responding: GM

Date of Comment: 12/7/88

REGIONAL MOBILITY PLAN COMMENTS

Comment: The commuter rail line along Rte. 10 might be better suited along a different existing rail alignment .

Commenter: City of Pomona

Date of
Comment: November 18, 1988

Response: Two existing rail rights of way traverse the City of Pomona. Although the actual tracks and alignment remain subject to more detailed analysis, the current proposal envisions use of the Santa Fe line, which is the northern of the two lines. The gross scale of the map makes it appear that the southern of the two lines is intended. The "better suited" corridor is the one intended.

Initials of Person Responding: GM

Date of Response: 12/7/88

REGIONAL MOBILITY PLAN COMMENTS

Comment: Developer and parking fees, etc., on local development, where they may be proposed by the RMP, should be better defined so that their impact upon the community can be addressed.

Commentor: City of Pomona, Office of the City Administrator

Date of
Comment: 11/18/88

Response: Developer fees are not proposed in the preferred financial strategy as a method to raise revenues.
Parking fees are expected to be applied only in activity centers, the precise boundaries of which would be developed by affected communities.

Initials of Person Responding: JH

Date of Response: 12/7/88

REGIONAL MOBILITY PLAN COMMENTS

Comment: Page V-29 of the RMP depicts a proposed "Intercity/Commuter" rail line within an existing rail corridor which may be better suited to other existing east-west corridors. Further, specific impacts of such a corridor must be explicit, but are yet to be identified.

Commentor: City of Pomona, Office of the City Administrator

Date of
Comment: 11/18/88

Response: Page V-32, (first action statement) of the Commuter and Intercity Rail Program identifies the need to conduct a detailed study of the Los Angeles-San Bernadino Commuter Rail Corridor between 1988 and 1990. Alternative projects and corridor specific impacts should be considered in this study.

Initials of Person Responding: JH

Date of Response: 12/7/88

REGIONAL MOBILITY PLAN COMMENTS

Comment: Heavy rail facilities are too costly in Orange County, where density is low. Should make use of existing transit facilities, including bus and rail

Commentor: County of Orange, Environmental Management Agency

Date of
Comment: 11/18/88

Response: RMP transit section has been extensively revised to reflect maximum utilization of existing facilities (rail and bus on HOV lane). Only where projected demand substantially exceeds capacity have additional high capacity systems been proposed, which in the case of Orange County, occurs only along the I-5 corridor from the Los Angeles County line south for about 5.5 miles.
However, although new facilities may not be required, a major expansion of transit operations and capacity will be required to meet demand management, transit and air quality goals.

Initials of Person Responding: DS

Date of Response: 12/7/88

REGIONAL MOBILITY PLAN COMMENTS

- Comment:
1. We question the appropriateness of identifying the Ortega Highway as a possible location for the extension of transit facilities.
 2. We feel that Route 91 and the planned Eastern Transportation Corridor would provide the desired link from inland areas to existing and planned major activity centers.
 3. Several figures incorrectly depict the Eastern and Foothill Transportation Corridors.
 4. There seems to be an inconsistency between the DRMP and the goals of the Draft Air Quality Management Plan.
 5. Insufficient description in the Project Description section of the EIR to implement programs and actions.

Commentor: County of Orange, Environmental Management Agency

Date of
Comment: 11/18/88

- Response:
1. Figure V-6 in the Plan has been redrawn to reflect transportation corridors and activity centers. The Ortega Highway is still included on this map. There is no specific type or level of service designated to be provided. The corridor indicates where demand either currently exists or is expected to exist due to projected growth.
 2. Mixed flow, HOV, and transit improvements are indicated for both the Route 91 and Eastern Corridors. The long-range corridor map identifies the need for additional corridor between Riverside and Orange Counties in the post 2010 period.
 3. Maps have been redrawn to more accurately reflect alignments.
 4. The RMP air quality objective has been revised to reflect projected emissions reductions at levels identified in the AQMP.
 5. Detailed descriptions are found in the full plan document.

Initials of Person Responding: JH

Date of Response: 12/7/88

REGIONAL MOBILITY PLAN

Comment: The RMP should be prioritized with respect to the money that would be forthcoming and it should be broken down as to what facets of it can be achieved, given that the region may not be able to increase gas or sales taxes.

Commentor: Michael Ruane, County of Orange Environmental Management Agency

Date of

Comment: November 18, 1988

Response: The RMP has prioritized projects into Constrained and Unconstrained to distinguish between two levels of implementation. Those actions and facilities which can be constructed or completed under existing revenue sources constitute the Constrained program. Actions and facilities which cannot be funded without additional revenue are in the Unconstrained program.

Initials of Person Responding: DC

Date of Response: 12/7/88

REGIONAL MOBILITY PLAN COMMENTS

Comment: Increasing gas or sales taxes may have an effect on certain groups in the population who would be forced to rely more heavily on transit. The Plan should include the effect of increased taxes on other modes of travel.

Commentor: Michael Ruane, County of Orange Environmental Management Agency

Date of

Comment: November 18, 1988

Response: The revised RMP Financial Element discusses in detail the relationship of a user-based funding approach to the increase in ridesharing and transit use.

Initials of Person Responding: DC

Date of Response: 12/7/88

REGIONAL MOBILITY PLAN COMMENTS

Comment: With regard to the TSM element, low cost, readily implementable projects should be emphasized; reversible flow lanes should be discussed; more detail should be provided regarding truck traffic restrictions; and greater reliance on arterial streets would only work if superstreets are built.

Commenter: County of Orange

Date of
Comment: November 18, 1988

Response: As noted in the RMP EIR, the TSM element does emphasize "relatively low-cost near-term strategies ..." Reversible flow lanes are strategies to be evaluated in any improvement proposal, but cannot be specified in a plan of this scale. The truck traffic restrictions are presented in the RMP as a menu of options. All of the possible actions are contingent upon further study, and in most cases will require significant local government action to implement. The item referring to the use of arterials during periods of severe freeway congestion is a demonstration program -- no wider action is contemplated until evaluation of that program has been completed.

Initials of Person Responding: GM

Date of Response: 12/7/88

REGIONAL MOBILITY PLAN COMMENTS

Comment: HOV facilities are desirable, but may be costly.

Commenter: County of Orange

Date of

Comment: November 18, 1988

Response: Please see the financial element of the Regional Mobility

Initials of Person Responding: GWM

Date of Response: 12/7/88

RMP COMMENTS

COMMENT: The emphasis on telecommunications and telecommunications through work at home needs clarification. There is no discussion or analysis as to whether or not this is something that can be achieved in the near or long term. It seems that there is a real limit as to how far the employment sector can go in achieving telecommunicating.

COMMENTOR: Environmental Management Agency, County of Orange

DATE OF COMMENT: 11/18/88

RESPONSE: See response to Automobile Club comments.

Initials of Person Responding: TCB

Date of Response: 11/28/88

RMP COMMENTS

COMMENT: Telecommunications has been shown to work on a voluntary basis, however the plan assumes the public will accept laws and regulations requiring them to change basic aspects of their lives. This is an overly optimistic basis for the projected results. If the projections are wrong, additional serious delay will be encountered before policy-makers address the more realistic elements of the plan in a meaningful way.

COMMENTOR: Automobile Club of Southern California
Commuter Transport Services Inc., Commuter Computer
Environmental Management Agency, County of Orange
City of Culver City
City of Anaheim

DATE OF COMMENT: 11/16/88
11/8/88
11/18/88
11/18/88
11/17/88

RESPONSE: Implementation of many of the trip reduction measures will require changes to "basic" travel behavior. Given the evidence of significant employee support for adequately funded telecommuting programs, it is reasonable to assume that telecommuting will be more readily accepted than many other trip reduction strategies.

In response to comments on the Draft AQMP concerning "overly optimistic" goals, the goal of the measure was clarified to seek a 20 percent reduction in work trip emissions by 2010 through any combination of work trip elimination or trip reduction (e.g. through the use of satellite work centers). Only 6 percent of the total reductions are assumed to take place by 1994. Given the rapid advances and cost reductions in such technologies as teleconferencing, facsimile transmission, videophones, and personal computers, there are ample reasons to believe that employers and employees will rapidly increase their use of these technologies to reduce time wasted during commuting, increase productivity, and save on office space requirements. Increased telecommuting will also be sought under indirect source regulations (such as Regulation XV). For employers, telecommuting will be one of the most cost-effective means of reaching the trip reduction targets in their indirect source plans.

Initials of Person Responding: TCB

Date of Response: 11/30/88

RESPONSE TO COMMENTS OF THE
COUNTY OF ORANGE ENVIRONMENTAL MANAGEMENT AGENCY
(11/18/88)

SCAG's GMP is based the GMA-4 Mod. J/H alternative which forecast 18.3 million people by the year 2010--about 1.2 million higher than the State Dept. of Finance's projection of 17.1 million. Most of the differences between the DOF and SCAG levels of growth are due to differences in methodology and assumptions, specifically, natural increase. The SCAG forecast assumes births, deaths and migration rates by ethnicity. In order to achieve the DOF total, all the ethnic fertility rates had to be merged to the projected white rate in the year 2010, the survival rates were also lowered and the in-migration to the region was reduced to maintain the same net migration levels.

This lower regional total (17.1 million) is presented in the GMP as an alternative (GMA-LOW J/H) and assessed in the EIR.

We have reviewed current legislation and administrative policies related to consistency in the use of population projections. Our conclusion is that the region can develop and use its own growth projections for air quality, housing, transportation and water quality planning.

REGIONAL MOBILITY PLAN COMMENTS

Comment: The Draft Regional Plan should also include a discussion of the Ventura LAFCO Sphere of Influence program and the County's Guidelines for Orderly Development.

Commentor: Lynne Kada, Ventura County LAFCO

Date of
Comment: November 17, 1988

Response: Growth programs in Ventura County are reflected in the socioeconomic assumptions used to develop the population, employment and housing forecasts used to design the improvements for the RMP. These forecasts are then effected by the Growth Management Plan policies. The specific polices referenced in the comment would have a more direct effect on area study planning or project specific analysis than on a regional plan.

Initials of Person Responding: JLH

Date of Response: 12/5/88

REGIONAL MOBILITY PLAN COMMENTS

Comment: Not enough on implementation.

Commentor: City of Ontario

Date of
Comment: 11/17/88

Response: See response to Southern California Gas Company which adds
an ongoing implementation program.

Initials of Person Responding: JH

Date of Response: 12/1/88

REGIONAL MOBILITY PLAN COMMENTS

Comment: 1. Define mobility.
2. Reevaluate air plan objective.

Commentor: Commuter Transportation Services

Date of
Comment: October 31, 1988

Response: 1. Additional language proposed in the introduction and a definition added in the glossary.
2. Air Quality objective has been revised to identify target emission reductions from transportation control measures.

Initials of Person Responding: JH

Date of Response: 12/1/88

REGIONAL MOBILITY PLAN COMMENTS

Comment: 1. Plans do not include enough information on implementation and enforcement.
2. Voluntary implementation by local governments means there could be 171 different ways of implementing plan elements . . . Suggest that SCAG form local government and other invested parties group to guide implementation.

Commentor: Southern California Gas Company

Date of
Comment: 11/17/88

Response: 1 and 2 add a new action in plan implementation and monitoring.

<u>Agency</u>	<u>Action</u>	<u>Date</u>
SCAG	Develop ongoing plan implementation program(s) (in OWP) which includes the participation of effected local governments, agencies, operators and individuals.	1989-1993

Initials of Person Responding: JH

Date of Response: 12/1/88

REGIONAL MOBILITY PLAN COMMENTS

Comment: Operating subsidies are needed in addition to more buses.

Commentor: City of Ontario

Date of
Comment: 11/18/88

Response: Agreed. The Financial Plan for the Unconstrained Program is designed to raise funds for both capital and operating costs for the transit system.

Initials of Person Responding: DS

Date of Response: 11/29/88

REGIONAL MOBILITY PLAN COMMENTS

Comment: RMP does not indicate how transition from current 6% of journey to work trips to 19% will be accomplished, specifically strategies and funding.

Commentor: City of Anaheim

Date of
Comment: 11/17/88

Response: Plan includes a detailed financial program (Ch. VI) to raise funds needed to implement. Much of transit is currently unfunded, and so implementation depends on success of financial program.

With regard to strategies, both Demand Management Programs and construction priorities of constrained and unconstrained programs place clear emphasis on new transit facilities and services, on restructuring transit services to improve service delivery, and on encouraging transit use through both positive means (provision of improved services) and negative means (higher cost transportation for non-transit use).

Initials of Person Responding: DS

Date of Response: 11/22/88

REGIONAL MOBILITY PLAN COMMENTS

Comment: Reference is made to demand management strategies and centers indicating alternative work schedules and telecommuting as a means of reducing home-to-work person trips. However, implementation procedures is not suggested or mentioned. These strategies will create up-front costs on the part of many businesses and their operating procedures. Again, economics and practicality do not seem to be considered in the Plan.

Commentor: Bob Simpson, City of Anaheim

Date of
comment: 11/17/88

Response: As a planning document, the RMP specifies a 20% reduction of employee work trips through telecommunications and work-at-home strategies. This target reduction will help meet TDM's share of RMP mobility goals for 2010, i.e., to reduce overall employee commute work trips 30% by the year 2010. The specific options and/or mix of trip reduction strategies to be used will follow from a determination of anticipated costs and benefits and result in development and adoption of local government ordinances, a county ordinance, and SCAQMD rule, or State/Federal action for state/federal employees. Public and private employers will be involved in the regulation development process.

Initials of Person Responding: PH

Date of Response: 12/7/88

REGIONAL MOBILITY PLAN COMMENTS

- Comment:
1. Perhaps we ought to consider expansion of existing older facilities instead of developing all these new facilities. Development of new facilities tends to work against jobs/housing balance and does not lead us away from use of the automobile.
 2. Encouraging efforts to change the image and status of transit, making commuter trains more attractive for the general public.
 3. How do we steer the marketplace into environmental awareness with which would influence the auto manufacturers into designing more environmentally sensitive vehicles?
 4. Support greater share of future resources directed toward HOV facilities instead of spending too much on transit.

Commentor: SCAG Energy and Environment Committee

Date of
Comment: 11/27/88

- Response:
1. Absence of sufficient ground transportation infrastructure in the developing areas of the Inland Empire, South Orange County, and North Los Angeles County support the construction of new facilities in these areas. Other new facilities are need for system connectivity, (e.g., I-710 gap closure and the Route 118/Route 23 freeway to freeway connection). Also, see response to comment to los angeles county transportation commission dated 11/3/88 in transit section, comment #2, page 77.
 2. Agreed. Transit is proposed to be a viable option for a large proportion of all trips. This clearly would require a shift in the acceptability to include services marketed to all socio-economic levels.
 3. Providing programs for this comment is beyond the scope of a Regional Mobility Plan.
 4. Control Measures governing alternative fueled vehicles are included in the AQMP.
 5. The transit program has been revised to reflect greater reliance on buses within HOV systems. The constrained program of highway improvements includes a large number of
HOV
lanes.

Initials of Person Responding: JH

Date of Response: 12/7/88

GMP AND RMP COMMENTS

COMMENT: Funding for the subregional planning process should come from federal, state, and local agencies that have responsibility currently for implementation of the major regional plans, air quality, housing, and community development and transportation agencies. (Barbara - just respond to air quality)

COMMENTOR: Margo Koss

DATE OF COMMENT: 11/18/88

RESPONSE: The implementation of the AQMP will require extensive regional and subregional cooperation. It may entail the formation of new planning groups or governmental entities. The funding for this process is to be determined as the process is defined.

Initials of Person Responding: BBS

Date of Response: 12/2/88

REGIONAL MOBILITY PLAN COMMENTS

Comment: The RMP Financial Element should include a tax on parking facilities serving the centers of employment.

Commentor: Ken Bauer

Date of

Comment: November 18, 1988

Response: The revised RMP Financial Element includes a strategy to fund the Demand Management program through an increase in parking fees which could fund subsidies to transit users or ridesharers. The Menu of options available to each county will be to charge carpools or vanpools less than what they charge the single-occupant auto.

Initials of Person Responding: DC

Date of Response: 11/30/88

REGIONAL MOBILITY PLAN COMMENTS

Comment: I would like to encourage the adoption of a tax on parking facilities serving the centers of employment. An exemption of 50 percent would be granted to vehicles with two riders and an exemption of 100 percent would be granted to vehicles with three or more riders.

Commentor: Ken Bauer

Date of
Comment: 11/18/88 (Public Hearing)

Response: On page V-9, the RMP includes an action that requires local government to conduct a local assessment of parking management techniques and adopt an air quality element into each General Plan which considers graduated parking fees based on auto occupancy (as well as other parking management strategies).

Initials of Person Responding: SB

Date of Response: 11/30/88

REGIONAL MOBILITY PLAN COMMENTS

Comment: Do not approve building permits for development projects that would impact major arterial leading to freeways which operate at seriously inadequate levels of service.

Commentor: Mr. Ken Bauer

Date of
Comment: November 18, 1988

Response: The Regional Mobility Plan contains a policy that "transportation improvements shall be supportive of the adopted Growth Management Plan," and that "transportation and land use decisions shall be coordinated and supportive of each other's capacity and capability." Although these policies do not embrace the specific development ban proposed in the comment, they do require greater regard for transportation impacts in land use decision making. Further, SCAG has prepared a "Prototype Transportation//Land Use Ordinance and Report" to assist local jurisdictions in addressing and mitigating the impacts of planned growth.

Initials of Person Responding: GWM

Date of Response: 12/1/88

GMP AND RMP COMMENTS

COMMENT: There is an inconsistency between the GMP and the AQMP regarding jobs-housing balance. The GMP calls for facilitating the movement of business and mentions off-set requirements, the AQMP makes it awkward to move businesses from one area to another.

COMMENTOR: Bill Wren

DATE OF COMMENT: 11/18/88

RESPONSE: It is assumed the commentor is referring to New Source Review provisions in the AQMP. A new NSR rule will be workshopped in early 1989 which, if approved, will address this concern.

Initials of Person Responding: BBS

Date of Response: 12\2\88

REGIONAL MOBILITY PLAN COMMENTS

Comment: In the Mobility Plan under Aviation Policies, there is no mention of ground access movement at Ontario Airport, and no priority/emphasis is given to improvement options for the airport.

Commentor: Bill Wren/Ontario Chamber of Commerce

Date of
Comment: 11/18/88

Response: The Ontario Airport ground access improvements have already been funded. These improvements will provide access for twelve million annual air passengers, which is Ontario's constrained service limit. Ontario ground access is not mentioned in the RMP because it is an achieved priority.

Initials of Person Responding: MA

Date of Response: 11/30/88

REGIONAL MOBILITY PLAN COMMENTS

Comment: Question the consistency of alternate work week and telecommuting with ridesharing.

Commentor: Ontario Chamber of Commerce; Bill Wren

Date of
Comment: 11/18/88

Response: Alternative work weeks/flextime, telecommunications/work-at-home, and ridesharing are included in the RMP as alternative commute modes to the single-occupant, 5-day/week driver. They are all considered a part of the family of demand management strategies, and do not necessitate competition among them. The best testament to this is the fact that the two regional ridesharing agencies in Southern California --Commuter Transportation Services and OCTD's Commuter Network-- include alternative work weeks and telecommunications as a part of their services offered to employers. Also, experience has shown that flextime is a complementary and supportive program to ridesharing.

Initials of Person Responding: SB

Date of Response: 11/30/88

GMP AND RMP COMMENTS

COMMENT: Federal agencies should not be able to proceed in violation of our established air quality standards.

COMMENTOR: Doris Bradshaw

DATE OF COMMENT: 11/18/88

RESPONSE: This issue is not pertinent to review of the Growth Management and Regional Mobility Plans, and respective EIRs, and deals with an issue over which SCAG has no authority.

Initials of Person Responding: BS

Date of Response: 12/2/88

REGIONAL MOBILITY PLAN COMMENTS

Comment: Question the consistency of trip reduction plans for multi-tenant buildings with job/housing balance, and 25+ employee level for Regulation XV.

Commentor: Ontario Chamber of Commerce

Date of
Comment: 11/30/88

Response: Trip reduction strategies such as carpooling, transit, biking, and walking are applicable to the shorter home-to-work trips that would characterize job/housing balance. The RMP includes an evaluation by SCAQMD of the effectiveness of reducing the Regulation XV threshold to the 25+ employee level for trip reduction plans prior to expansion of the regulation.

Initials of Person Responding: SB

Date of Response: 11/30/88

REGIONAL MOBILITY PLAN COMMENTS

Comment: Question the social implications of video school and home shopping.

Commentor: Ontario Chamber of Commerce

Date of
Comment: 11/18/88

Response: The RMP requires that state and local government require educational institutions and business/cable television operators to determine the feasibility of video applications for education and home shopping, respectively. The feasibility analysis should include a determination of the social implications of these strategies to reduce non-work trips.

Initials of Person Responding: SB

Date of Response: 11/30/88

REGIONAL MOBILITY PLAN COMMENTS

Comment: HOV lanes should not reduce existing number of available lanes.

Commentor: Ontario Chamber of Commerce

Date of
Comment: 11/18/88

Response: It is not the policy of Caltrans, California Transportation Commission, or SCAG to take existing mixed flow lanes for HOV use. Only in the case of lane additions, widenings, or new facilities are HOV lanes considered.

Initials of Person Responding: RH

Date of Response: 11/28/88

REGIONAL MOBILITY PLAN COMMENTS

Comment: Why signal mitigation district only for Riverside County?

Commentor: Ontario Chamber of Commerce

Date of
Comment: 11/18/88

Response: Signalization projects are not specifically restricted to Riverside County. Constrained signalization projects are underway in a number of cities in the region. Projects were identified in the constrained portion of the plan based upon currently planned activities. Additional signalization projects would not be precluded in other areas.

Initials of Person Responding: RH

Date of Response: 11/29/88

REGIONAL MOBILITY PLAN COMMENTS

Comments: Improvement of State Route 71 should be a shorter term priority.

Commentor: Ontario Chamber of Commerce

Date Of
Comment: 11-18-88

Response: State Route 71 is listed under the constrained program of highway improvements which is the highest priority of projects.

Initials of Person Responding: RH

Date of Response: 11-29-88

REGIONAL MOBILITY PLAN COMMENTS

Comment: What will the establishment of "truck delivery zones" mean?

Commentor: Ontario Chamber of Commerce

Date Of
Comment: 11-18-88

Response: The term truck delivery zone refers to identifying areas of high truck impacts where routes, operating conditions, or infrastructure needs would be designed for trucks.

Initials of Person Responding: RH

Date of Response: 11-29-88

REGIONAL MOBILITY PLAN COMMENTS

Comment: Why move trucks to off-peak in all areas and in all directions?

Commentor: Ontario Chamber of Commerce

Date Of
Comment: 11-18-88

Response: The RMP does not specify that off-peak delivery would be required in all areas or directions.

Initials of Person Responding: RH

Date of Response: 11-29-88

REGIONAL MOBILITY PLAN COMMENTS

Comment: 1. RMP should recognize increased voter acceptance of funding for transit projects.
 2. Transit must be made attractive if it is to act as an alternative to the automobile, and this includes providing economic incentives for transit and/or removing the economic incentives for automobile use.

Commentor: Sierra Club

Date of
Comment: 12/1/88

Response: 1. The RMP calls for major increases in local funding for transit development. In fact, the program assumes no increases in federal funding. Clearly, such an increase could only come from voter-approved funds, and the plan outlines a complete strategy to secure such additional funding.

 2. The financial strategy specifically targets automobiles to pay additional costs through gas taxes, parking and congestion fees, much of which is to be dedicated to transit improvements.

Initials of Person Responding: DS

Date of Response: 1/5/89

REGIONAL MOBILITY PLAN COMMENTS

Comment: First priority should be transit construction rather than freeways.

Commentor: Carolyn Wood, Laguna Beach

Date of
Comment: 12/15

Response: The RMP proposes heavy investments in transit development, although much of this (70%) is in the unconstrained category meaning that there is no presently available source of funds. Car pooling is also viewed as a form of transit for planning purposes, and the RMP proposes a major system of carpool lanes to encourage carpooling as well as to provide unimpeded travel for express buses using freeway routes. Only a modest amount of new freeway or freeway expansion is proposed, primarily to fill gaps in the existing system or to extend it into areas which have urbanized to the degree that current surface streets can no longer carry the traffic.

Initials of Person Responding: DS

Date of Response: 1/5/89

REGIONAL MOBILITY PLAN COMMENTS

Comment: The Local Streets and Roads Subsection should indicate: (1) the steady decline in road user fees available, (2) the steady increase in the use of local general funds, and (3) the need to index gasoline taxes.

Local Street and Road Actions (page V-18) one and three should be rewritten to stress road user charge (fuel tax) finance mechanisms (comment 4).

Page V-6 should describe relationships between TDM pricing and TDM regulation (comment 5).

Commentor: Bryan Allen

Date of
Comment: December 15, 1988

Response: Page III-6 describes the real funding level decline experienced from FY'72-'81 in local street and road expenditure patterns (comments 1 & 2). State gasoline tax indexing has been added to Table VI-5 and as a policy/action for SCAG to, "Support introduction of legislation to index state gasoline taxes during 1989-1993..." (comment 3).

Local Street and Road Actions (page V-18) one and three specifically include measures to develop local support to seek sufficient levels of funding (all methods) to meet backlog and accruing needs, and emphasizes the use of assessment districts and developer fees to finance new residential/commercial/industrial road needs (comment 4).

The paragraph entitled, "Linkage of TDM Element to Other RMP Elements" on page V-6 describes basic connections among TDM and other RMP components (comment 5). Actual results stemming from regulation and user fee approaches will most likely require implementation monitoring and sequential adjustment to future RMP policies and action plans.

Initials of Person Responding: AB

Date of Response: 1/3/89

REGIONAL MOBILITY PLAN COMMENTS

- Comment:
1. P.V-16 Improvements shown for the RT 710 N of Rt 405 should continue south of Rt 405 to Downtown Long Beach. This is necessary to serve the projected growth of Downtown, the Port and the Queen Mary/Disney area.
 2. P. V-16 We question how priorities were established among proposed freeway improvements. Specifically improvements to RT 710 and RT 405 through Long Beach are included in the unconstrained program. They should be in the constrained program.
 3. P. V-24 The southeastern terminus of the proposed Coast Light Rail Line appears to be San Pedro. This line should terminate in Downtown Long Beach where it will interconnect with the Long Beach/Los Angeles Light Rail Line.
 4. P. V-34 Request participation in the Airport Impact Mitigation and Management Study, the Super 150 Program, and other regional airport studies undertaken by SCAG.
 5. P. V-39 Designation of the Consolidated Railroad corridor should be changed to the Consolidated Transportation Corridor, reflecting the fact that the proposal for improved access to the Ports of Los Angeles and Long Beach involves both rail and expressway improvements.
 6. P. V-49. The map of regional significance should not include Ocean Blvd./Livingston/Second between Rout 710 and Pacific Coast Highway. Land use and transportation planning in the City over the last decade have recommended that steps be taken to reduce potential regional traffic flow on this scenic coastal route.
 7. P. VI-5 It is our understanding that the proposed benefit assessment is intended to apply only to proposed heavy rail corridors. This should be explicit in the text.
- Commentor: Robert Paternoster, Community Development Director of the City of Long Beach.
- Date of
Comment: 12/15/88
- Response:
1. Port access improvements are reflected in the program of facilities. Additional capacity is not warranted at this time.
 2. Priority between the constrained/unconstrained

improvements for Los Angeles County was developed by the Los Angeles County Transportation Commission in conjunction with CALTRANS and SCAG staff, SCAG policy and technical committees. Changes in priority are under review with LACTC at this time.

3. Precise alignments and the extent of transit corridors should be determined through project specific studies not in the RMP. System connectivity is desired in the transit and the HOV system.

4. There are currently vacancies on the Aviation Work Program Committee and city participation is possible. Aviation staff will pursue this request.

5. Both rail and road improvements are included in the RMP. A name change at this time may however cause confusion.

6. Revisions to the highway system of regional significance will be reviewed however, elimination of Route 1 - Pacific Coast Highway - is not suggested at this time.

7. No decision or policy regarding application of benefit assessments for any of the transit improvements is proposed or articulated in the plan. Development of financial plans for each county in the implementation phase of the RMP would detail such an application. Such a plan would be developed with the participation of effected communities. To specify limits at this time would reduce financial element flexibility.

Initials of Person Responding: J LH

Date of Response: 1/23/89

REGIONAL MOBILITY PLAN COMMENTS

Comment: 1. The RMP should be continue to be reconciled with the Orange county 20 year transportation development plan as it is now developing.

2. SCAG should re-examine the feasibility of the finances required for the plans both in terms of the overall costs if possible in political support.

Commentor: Bob Dunek, Executive Director - Orange County League of Cities.

Date of
Comment: 12/15/88

Response: 1. The facilities proposed in the Regional Mobility Plan coincide with the recommendations of the Draft Orange County Master Plan of Highways currently being circulated for comments. Priorities of improvements (constrained and unconstrained) have been established through our work with the OCTC and CALTRANS District 12 staffs.

2. Financial cost estimates have been revised downward reflecting revisions to the transit program which provide greater integration between the transit and HOV programs. Furthermore, a menu of financial options for each county to use in raising revenues is proposed, rather than a single approach to revenue raising, which will allow greater flexibility, including political flexibility, in selecting a financial program.

Initials of Person Responding: JLH

Date of Response: 1/23/89

REGIONAL MOBILITY PLAN COMMENTS

Comment: The concern is that we are balancing the traffic. This should be look at on a regional basis and looked at for reality not just what statistics say.

Commentor: Carolyn Wood - Laguna Beach

Date of
Comment: 12/15/88

Response: We agree. Traffic flows between counties and subregions, (e.g. between Riverside and Orange County) are as critical to the congestion problem as the local traffic is. The Regional Mobility Plan therefore takes a broader approach to both problem or need definition and to the solution.

Initials of Person Responding: JLH

Date of Response: 1/23/89

REGIONAL MOBILITY PLAN COMMENTS

Comment: Would prefer development of transit system before building additional freeways.

Commentor: Carolyn Wood, Laguna Beach

Date of
Comment: 12/15/88

Response: The RMP places major emphasis on transit development, but also recognizes the need to improve highways as well, especially in creating a transit oriented HOV network throughout the region.

Initials of Person Responding: DS

Date of Response: 1/23/89

REGIONAL MOBILITY PLAN COMMENTS

Comment: 1. SCAG and AQMD plans be coordinated with the goals and objectives of LA 2000;

2. That there is a clarification of the relationships between land use and transportation components of the plan and impacts on urban form and a variety of regional - subregional and local status.

Commentor: Mark Fetterman - Los Angeles Chapter - American Institute of Architects (public comments)
Robert Allen Reed, President LA/AIA (letter)

Date of
Comment: Public comments 12/15/88
Letter 12/20/88

Response: 1. Recommendation #3 of LA 2000 in the Livable Communities Section of the final report (page 27) identify a set of transportation goals and improvements which include various phases of Metro Rail, improvements identified in LACTC's On the Road to 2000, a coordinated HOV system and LACTC's Rail Development Program. All of these have been included in the facilities portions of the Action Element of the RMP. Priorities - constrained and unconstrained - in the Los Angeles County portions of the plan were developed with SCRTD, LACTC, Caltrans District 12 and members of SCAG's RTP Working Group and reflect priorities within these organizations.

2. Language in the Growth Management Section of the RMP's Action Element as well as the introduction to the plan explains the relationship between implementation of the Growth Management Plan and the facilities components of the plan.

Initials of Person Responding: JLH

Date of Response: 1/23/89

REGIONAL MOBILITY PLAN COMMENTS

Comment: 1. Demand for transit depends upon it bypassing auto congestion, limitation of auto use by direct edict, or avoiding high prices for auto use.

2. So few people ride transit in spite of its economic advantages to the whole of society because society effectively pays people far more to use infrastructure wastefully in low-occupancy vehicles than it pays people to use it frugally with transit, bicycling, walking, etc.

Commentor: Brian Allen

Date of
Comment: 12/7/88

Response: The RMP proposes developing the transit system to both bypass auto congestion through use of exclusive rights of way or HOV lanes for regional routes, and to significantly restructure the relative subsidization of modes by requiring auto use to pay a far greater proportion of its costs than at present. While not going as far as the commentor would like, these proposals represent a major shift in public policy and will require vast sums of capital not currently available. Should the plan require further amendment in the future, the process can be undertaken as the need arises with the periodic updating required by law.

Initials of Person Responding: DS

Date of Response: 1/23/89

REGIONAL MOBILITY PLAN COMMENTS

- Comment:
1. New Policy 12 Chapter IV of RMP revisions. Improve this policy to read: "The full range of costs of transportation improvements and alternatives shall be considered during their evaluation, including the costs of private automobile ownership and operation and including subsidies, both private and public and implied as well as overt."
 2. New Policy 31 Chapter IV of RMP revisions. Revise this policy to read: "Primary reliance should be placed upon direct charges upon users to finance transportation projects."
 3. New policy 32 Chapter IV of RMP revisions. Revise this policy to read: "Increases in the State and/or local fuel taxes and weight fees and flexibility in their use shall be supported to fund implementation of the adopted Regional Mobility Plan and its identified programs."
 4. New Policy 33 Chapter IV of RMP revisions. Revise this policy to read: "Additional local transportation user fees (and transit funding sources) shall be supported to fund the programs of the adopted Regional Mobility Plan."
 5. New Policy 36 Chapter IV of RMP revisions. Revise this policy to read: "Substantial increases in fuel-tax funding for local streets and highways shall be supported to reduce backlogged maintenance and improvement needs. Priority should be given to rehabilitating deteriorated facilities."
 6. Add a new Financial policy to read: "Providing user-side subsidies targeted to poor and disadvantaged people should be considered as an alternative to subsidizing transportation for all of its users."
 7. 1st Action on Revised Financial Element new page VI-13. Revise this action to read. "Support local fuel-tax, weight-fee and other user-charge initiatives in all metropolitan counties." Delete redundant first action in Financial Element which reads "Support gasoline tax increase."

Commentor: Brian Allen, at the Public Hearing

Date of
Comment: 12/15/88

Response: 1. Proposed language is overly prescriptive for a policy statement. The details proposed are more appropriately

detailed in agency procedures. Existing language establishes the policy to evaluate the full range of costs.

2. We believe that the existing language is not improved by proposed revisions.

3. We agree and have revised policy 32 as recommended.

4. We do not agree with the proposed revision to policy 33. Local transportation commissions have recently tried, and in some cases succeeded to raise revenues through local sales tax initiatives. Efforts by several commissions within the region to try again or to further increase the sales taxes to raise transportation revenues are being considered presently. Sales taxes would not be construed as user fees and therefore the change to the policy could preclude support for these sales tax initiatives. Finally, the emphasis - in response to comments on the October Draft of the RMP's financial element - has been to add flexibility to the financial element. The proposed revision to this policy would eliminate the desired flexibility.

5. We disagree with the proposed revision to policy 36. The proposed revision is too restrictive to be applied to all local governments. We do not believe that we have received any comments from local governments which would support a regional policy which prioritizes local expenditures of funds.

Consensus among responding cities and counties has focused on the need to establish programs to raise financial resources for local government street and road programs and to raise revenues for other RMP programs, particularly demand management programs, where no funding currently exists.

6. The revised RMP Financial Element emphasizes user-based approaches to funding the shortfall. The strategy does not preclude offering subsidies to poor and disadvantaged people.

7. We agree and have revised the financial actions as recommended.

Initials of Person Responding: J LH/DC

Date of Response: 1/23/89

DRAFT REGIONAL MOBILITY PLAN COMMENTS

- Comment:
1. The RMP should include a program of parking management as it alone can be critical to reaching the goals of the RMP.
 2. Revise Executive Summary, page I-4 after paragraph 7, add a fifth strategy to the preferred strategy which reads:
"Correction of the gross market failure in the automobile/truck sector by means of revision of our tax structure and other appropriate methods.
 3. We suggest that SCAG support a statewide initiative to revise Article 19 of the State Constitution. This should be added to the list of action items. The initiative should include:
Provision that only gasoline tax, license fee and ton/mileage charges yields shall only be used to construct and maintain roads and highways. Provision that property tax and sales tax revenues shall be used only for public services and all other relevant local government expenses unrelated to automobile and truck operation. Provision that gasoline, ton/mileage fees and license fees shall be raised to accommodate these changes.
 4. Since SCAG evidently understands that market failure is the cause of our dilemma, why does not the draft RMP reflect this as its centerpiece?
 5. The EIR (and/or the RMP) should be rewritten. The RMP should include realistic measures to implement its programs

Commentor: Stanley Hart, Chairman Los Angeles Chapter Sierra Club - Transportation Committee

Date of
Comment: December 1, 1988 by letter and December 15, 1988 at the public hearing.

- Response:
1. The revised RMP Financial Element includes a parking management program within work centers to raise parking fees. It also includes a Table which shows how much each \$1 in parking fees would raise in each of the counties and in the region.
 2. We disagree with the proposed revision to the Executive Summary which would add a component to the plan which restructures both the intent and the content of the Financial Element of the RMP. Maximum flexibility in fund raising is the key to this financial element. Proposals such as this would severely limit funding sources and pose major restructuring in transportation financing.
 3. We disagree with the proposal to support changes to the Article XIX as outlined in the above comment. We do not

believe that they should be incorporated at this time and that the wholesale restructuring of transportation and public service financing is beyond the scope of the RMP.

4. SCAG does not believe that "gross market failure" is the cause of our delimma," therefore we do not believe that the wholesale restructuring of public service financing should be the centerpiece of the a Regional Mobility Plan. Federal and State leadership in the area of public service financing may be appropriate but is beyond the scope of a regional mobility plan to address.
5. We believe that the RMP presents an integrated and coherent program of goals, policies, objectives and actions to achieve regional mobility.

Initials of Person Responding: DC

Date of Response: 1/23/89

DRAFT REGIONAL MOBILITY PLAN COMMENTS

Comment: The Overview section states that gasoline taxes would be increased by "at least 10 cents per gallon" but it looks as though this would only go to pay for new highway construction. This will only make worse our current dependence on the automobile.

Commentor: Stanley Hart, Sierra Club

Date of
Comment: December 1, 1988

Response: The revised RMP financial element stresses flexibility in the use of traditional and non-traditional revenue sources to fund necessary transportation improvements. It includes a Table of Equivalents to give options to each county in their decision as to how to fund the necessary facilities and actions. The RMP strategy does not only focus on highway capacity improvements but also includes a comprehensive transit system and demand management program.

Initials of Person Responding: DC

Date of Response: 1/23/89

Appendix D. EIR Certification



600 South Commonwealth Avenue • Suite 1000 • Los Angeles • California • 90005 • 213/385-1000

RESOLUTION #89-272-3

**RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
FOR CERTIFICATION OF THE FINAL ENVIRONMENTAL IMPACT REPORT
PREPARED FOR THE
1988 REGIONAL MOBILITY PLAN**

WHEREAS, the Southern California Association of Governments (SCAG) serves as the areawide planning agency for Southern California and has been duly designated under state and federal laws as the agency responsible for regional transportation planning within its jurisdiction; and

WHEREAS, SCAG has prepared the 1988 Regional Mobility Plan (also known as the 1988 Regional Transportation Plan) for adoption; and

WHEREAS, the California Environmental Quality Act (California Public Resources Code, Section 21000 et seq.) requires that the Environmental Impact Report be reviewed and considered by the Executive Committee of SCAG prior to the adoption of the 1988 Regional Mobility Plan; and

WHEREAS, the Final Environmental Impact Report (FEIR) for the 1988 Regional Mobility Plan before the Executive Committee this day consists of the following components:

1. Draft Environmental Impact Report for the 1988 Regional Mobility Plan, October 1988 (SCH # 87121613),
2. Purpose and Format of the FEIR, including the List of Persons, Organizations and Public Agencies Commenting on the Draft EIR,
3. Revised Summary Table on the Environmental Areas Examined in the Draft EIR,
4. Copies or Summaries of the Comments and Recommendations Received on the Draft EIR (including public hearings),
5. Responses to Significant Environmental Points Raised in the Review and Consultation Process,
6. Revisions to the Draft EIR; and

WHEREAS, SCAG, pursuant to the State Guidelines for the California Environmental Quality Act (Article 7, Section 15091), has written findings with supporting statements of fact for each significant effect of the 1988 Regional Mobility Plan, and has attached these findings and statements of fact to the SCAG Resolution of Adoption for the 1988 Regional Mobility Plan (Resolution #89-272-7) as Exhibit "A," and hereby incorporates by reference such findings and statements of fact in this certification of the 1988 Regional Mobility Plan Environmental Impact Report; and

WHEREAS, SCAG, pursuant to Section 21081.6 of the California Public Resources Code has developed, as part of its findings, a proposal for a monitoring and reporting program for the 1988 Regional Mobility Plan Environmental Impact Report's mitigation measures;

WHEREAS, SCAG, pursuant to the State Guidelines for the California Environmental Quality Act (Article 7, Section 15093), has prepared a Statement of Overriding Considerations to be attached as Exhibit "B" to the Resolution of Adoption for the 1988 Regional Mobility Plan (Resolution #89-272-7), and hereby incorporates by reference such Statement of Overriding Considerations in this Certification of the 1988 Regional Mobility Plan Environmental Impact Report;

BE IT RESOLVED that the Executive Committee of SCAG hereby certifies that the Final Environmental Impact Report for the 1988 Regional Mobility Plan has been completed in compliance with the California Environmental Quality Act and declares that prior to the approval of the 1988 Regional Mobility Plan, the Executive Committee has reviewed and considered information contained therein.

Approved by the Executive Committee of the Southern California Association of Governments at a regular meeting this 2nd day of February 1989.


DON GRIFFIN, President

Attest: 
MARK A. PISANO, Executive Director

EXHIBIT A

NOTICE OF DETERMINATION

TO: X Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

County Clerk
County of _____

FROM: (Public Agency) (SCAG)
Southern California Association
of Governments, Env. Plan. Dept.
600 S. Commonwealth Ave., Suite 1000
Los Angeles, CA 90005

SUBJECT: Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.

SCAG 1988 Regional Mobility Plan--Final Environmental Impact Report

<u>Project Title</u>		
87-121613	Mr. Paul Hatanaka	(213) 385-1000
<u>State Clearinghouse Number</u>	<u>Contact Person</u>	<u>Area Code/Number/Extension</u>
(If Submitted to Clearinghouse)		
SCAG Region: Counties of Imperial, Los Angeles, Orange, Riverside, San		
<u>Project Location</u>	Bernardino, and Ventura.	

The Regional Mobility Plan for the SCAG region sets policy on transportation Project Description improvements and programs; identifies implementation actions and agencies to carry out the actions; and defines a financial program to raise needed revenues through the year 2010. Elements include growth management, transportation demand management, system management, construction, etc.

This is to advise that the SCAG Executive Committee

(Lead Agency or Responsible Agency)

has approved the above described project on Feb. 2, 1989 and has made the follow-
(Date)

ing determinations regarding the above described project:

1. The project xx will, will not have a significant effect on the environment.
2. xx An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
 A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures xx were, were not made a condition of the approval of the project.
4. A statement of Overriding Considerations xx was, was not adopted for this project.

This is to certify that the final EIR with comments and responses and record of project approval is available to the General Public at:

Southern California Association of Governments, 600 S. Commonwealth Avenue, Suite 1000,

Los Angeles, California, 90005 (213) 385-1000
Date Received for Filing and Posting at OPR _____


Signature (Public Agency)

Paul Hatanaka

Principal Planner, Env. Plan. Dept.

Title 2-6-89

Revised March 1986

Appendix E. RMP Adoption



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RESOLUTION #89-272-7

**RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
FOR ADOPTION OF THE
1988 REGIONAL TRANSPORTATION PLAN**

WHEREAS, the Southern California Association of Governments (SCAG) serves as the areawide planning agency for Southern California and has been duly designated under state and federal law as the agency responsible for regional transportation planning within its jurisdiction; and

WHEREAS, pursuant to California Government Code Section 29532, SCAG has prepared the 1988 Regional Transportation Plan; and

WHEREAS, a Final Environmental Impact Report for the 1988 Regional Transportation Plan (Regional Mobility Plan) has been prepared and certified by the SCAG Executive Committee; and

WHEREAS, the revised State Implementation Plan (SIP) will be based partially on the 1988 Regional Transportation Plan, and therefore it is expected that when the SIP revision is approved, the 1988 Regional Transportation Plan will conform with the updated SIP;

NOW THEREFORE BE IT RESOLVED that the Executive Committee of the Southern California Association of Governments:

1. Adopts Exhibit "A", attached to this resolution, as the written finding of significant effects and supporting statements of fact required by the State Guidelines for the California Environmental Quality Act (Article 7, Section 15091), insofar as the Final Environmental Impact Report for the 1988 Regional Transportation Plan identifies significant environmental effects associated with this project.
2. Adopts Exhibit "B", attached to this resolution, as the written Statement of Overriding Considerations required by the State Guidelines for the California Environmental Quality Act (Article 7, Section 15093), insofar as the 1988 Regional Transportation Plan presents unavoidable environmental risks identified in its Final Environmental Impact Report.
3. Adopts the 1988 Regional Transportation Plan.

Resolution #89-272-7
Page 2 of 2
February 2, 1989

BE IT FURTHER RESOLVED that the President of the Southern California Association of Governments is authorized to transmit the 1988 Regional Transportation Plan to the State of California in accordance with state law.

Approved by the Executive Committee of the Southern California Association of Governments at a regular meeting this 2nd day of February 1989.


DON GRIFFIN, President

Attest: 
MARK A. PISANO, Executive Director

Exhibit A. STATEMENT OF FINDINGS

In accordance with the California Environmental Quality Act (CEQA) Guidelines, the SCAG Executive Committee cannot adopt the 1988 Regional Mobility Plan (RMP) if it will result in one or more significant adverse effects, unless it makes one or more of the following written findings for each significant adverse effect:¹

- (1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR. 15091(a)1.
- (2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency. 15091(a)2.
- (3) Specific economic, social, or other considerations make infeasible the mitigation measures or project alternatives identified in the final EIR. 15091(a)3.

Table 1 details the findings as required by CEQA Guidelines section 15091(a) cited above for the 1988 RMP. The table includes a brief description of each potentially significant adverse environmental effect associated with implementation of the RMP and recommended mitigation measures, drawn from the summary of the Draft EIR; for each adverse environmental impact, a specific finding pursuant to CEQA Guidelines sections 15091(a)1-15091(a)3 is made, with a statement of facts supporting each finding.

The statement of findings is based on implementation of the transportation improvements recommended in the 1988 Regional Mobility Plan. The improvements analyzed represent the growth management, transportation demand management, system management and facilities development which could occur through the year 2010, recognizing that the mix and number of projects that are ultimately selected could be different. However, the degree of environmental impacts and benefits described in the Statement of Findings could ultimately be less extensive, given shortfalls in funding that may preclude development of some projects or programs and/or result in greater emphasis on non-capital strategies included in the RMP.

¹ State of California. *California Environmental Quality Act (CEQA) Guidelines*. California Administrative Code, Title 14, Section 15091(a).

TABLE 1
STATEMENT OF FINDINGS

<u>Environmental Issue</u>	<u>Significant Effect (Beneficial/Adverse)</u>	<u>Mitigation</u>	<u>Conclusion</u>
Mobility and Access	<u>Beneficial.</u> Attains and maintains mobility in an environment of continuing population and economic growth.	--	Significant Beneficial.
Air Quality	<u>Beneficial.</u> Applies TDM, TSM, growth management and AQMP TCMs to reduce air impacts of growth and travel.	--	Significant Beneficial.
Energy	<u>Adverse.</u> Increases energy consumption, due to growth and increased travel. RMP gasoline consumption in the year 2010 would exceed 1984 levels.	AQMP alternative fuels programs: - methanol vehicles - electric vehicles - rail electrific'n.	Significant Beneficial After Mitigation. <u>15091(a)1-2.</u> SCAG does not have authority to implement alternative fuels.
Geology and Seismicity	<u>Adverse.</u> Presents significant risk due to construction of structures in areas of geologic hazards, including fault zones, liquefaction, landslide and subsidence areas.	Proper facility alignment and design: - avoidance of hazard areas - drainage and landscaping - accounting for compression of fill soil - design incorporating seismic safety.	Non-Significant Adverse After Mitigation. <u>15091(a)1-2.</u> SCAG does not have authority over facility alignment and design.

(continued)

TABLE 1 (continued)

STATEMENT OF FINDINGS

<u>Environmental Issue</u>	<u>Significant Effect (Beneficial/Adverse)</u>	<u>Mitigation</u>	<u>Conclusion</u>
Biological Resources	<u>Adverse.</u> Several new highways and corridors traverse sensitive areas and will cause loss of habitat or risk to rare or endangered species.	Habitat protection and/or replacement where appropriate: - alignments which minimize disturbance - compliance with wetlands and coastal zone requirements - design to minimize barrier effects.	Significant Adverse After Mitigation. <u>15091(a)2-3.</u> SCAG does not have authority over facility alignment and design.
Water Resources	<u>Adverse.</u> Several projects may change flow patterns, increase runoff, and reduce runoff water quality.	Proper facility alignment and design: - alignments which avoid flood hazards and minimize severe cuts and steep banks - Best Management Practices for erosion and sediment control - Maintenance of natural conditions, reducing stream crossings and retaining permeable surfaces.	Non-Significant Adverse After Mitigation. <u>15091(a)1-2.</u> SCAG does not have authority over facility alignment and design.
Visual Resources	<u>Beneficial.</u> Proper design of new facilities can open access to scenic resources. <u>Adverse.</u> Construction of new freeways and transit guideways, especially aerial alignments can disrupt or block views.	Designation of new scenic routes where appropriate.	Significant Adverse After Mitigation. <u>15091(a)2-3.</u> SCAG does not have authority over designation of scenic routes, or facility alignment and design.

(continued)

TABLE 1 (continued)

STATEMENT OF FINDINGS

<u>Environmental Issue</u>	<u>Significant Effect (Beneficial/Adverse)</u>	<u>Mitigation</u>	<u>Conclusion</u>
Noise	<p><u>Beneficial.</u> Lower congestion may reduce trip diversion and neighborhood traffic intrusion.</p> <p><u>Adverse.</u> New roadway and transit facilities will add to existing noise sources. Aerial alignments will expand noise contours. Alternative work schedules may create more traffic noise during sensitive times of day.</p>	Construction of soundwalls and noise barriers as appropriate.	<p>Significant Adverse After Mitigation. <u>15091(a)2-3.</u></p> <p>SCAG does not have authority over noise mitigation.</p>
Cultural Resources	<p><u>Adverse.</u> Construction of new facilities without proper safeguards may result in destruction of cultural or scientific resources.</p>	<p>Proper techniques for testing and salvage of sites:</p> <ul style="list-style-type: none"> - alignments which avoid known sites - relocation of sites - preservation of historic structures. 	<p>Non-Significant Adverse After Mitigation. <u>15091(a)1-2.</u></p> <p>SCAG does not have authority over facility alignment and design.</p>
Social	<p><u>Beneficial.</u> The plan will improve access to and ties between communities of the region. Transit measures will improve access to transportation facilities for the growing transit dependent population.</p> <p><u>Adverse.</u> Some new facilities will result in displacement of houses and businesses. Construction and operation of facilities may disrupt communities.</p>	Proper design, construction, phasing, and relocation programs where appropriate.	<p>Significant Adverse After Mitigation. <u>15091(a)2-3.</u></p> <p>SCAG does not have authority over facility design, phasing and relocation programs.</p>

(continued)

TABLE 1 (continued)

STATEMENT OF FINDINGS

<u>Environmental Issue</u>	<u>Significant Effect (Beneficial/Adverse)</u>	<u>Mitigation</u>	<u>Conclusion</u>
Urban Form and Growth	<u>Beneficial.</u> Overall, the RMP accommodates planned growth and incorporates measures to improve job/housing balance.	--	Significant Beneficial
Regional Economy	<u>Beneficial.</u> The RMP will provide access to employment centers, facilitate goods movement and stimulate local economies. <u>Adverse.</u> Some aspects of TDM measures are perceived as detrimental to business.	Assisting employers in making adaptations to TDM.	Significant Beneficial After Mitigation. <u>15091(a)1-2.</u> SCAG does not have authority to implement TDM programs.

Exhibit B. STATEMENT OF OVERRIDING CONSIDERATIONS

CEQA requires a decision-maker to balance the benefits of a project against its unavoidable environmental risks in determining whether to approve the project. If the benefits of a proposal outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable".¹

The Final EIR for the SCAG 1988 Regional Mobility Plan identifies project impacts upon four environmental systems (out of the twelve analyzed) which, following implementation of mitigation measures, still have the potential to be considered significant adverse effects when viewed from the perspective of a particular interest. These four environmental systems are:

- o **Biological Resources**, due to encroachment of new and expanded roadway and transit facilities on sensitive biota and ecosystems.
- o **Visual Resources**, due to obstruction of views through construction and operation of new aerial and above-grade highway and transit alignments.
- o **Noise**, due to increases in noise near roadways and transitways which cannot be fully mitigated through noise barriers, and from increased noise during sensitive morning hours through alternative work schedules.
- o **Social Impacts**, due to displacement of houses and businesses for new and expanded roadway and rail corridor alignments.

Relative to each of these potential impacts, there are specific social, economic, environmental or other benefits which have been found to outweigh the environmental costs. In addition, the project as a whole has associated social, economic, environmental or other benefits which have been found to outweigh the collective environmental costs of potentially significant impacts.

SCAG finds that the cumulative benefits of the 1988 Regional Mobility Plan to the SCAG Region outweigh the unavoidable adverse impacts, and concludes that based on both the project-wide and specific overriding considerations cited below, the project should be approved despite unavoidable adverse impacts. The project is necessitated by a need to attain and maintain mobility in an anticipated environment of continuing regional demographic and economic growth, to preserve access required for southern California's economic vitality, and to ensure the region's attractiveness as a destination for national and international tourism.

¹ State of California. California Environmental Quality Act (CEQA) Guidelines. California Administrative Code, Title 14, Section 15093(a).

PROJECT-WIDE OVERRIDING CONSIDERATIONS

Notwithstanding the foregoing overriding considerations cited relative to the four specific potentially significant unmitigated adverse environmental effects, the following project-wide overriding considerations provide social, economic, environmental, public serving or other benefits of such importance that they individually and collectively override the profile of potentially significant project impacts.

Overriding Considerations. Implementation of the 1988 SCAG Regional Mobility Plan with recommended mitigation measures would result in the following important benefits to the southern California region:

- o The RMP would attain and maintain mobility in an environment of continuing population and economic growth. Morning and evening peak miles of congested facilities would decrease by between one-quarter to one-third from existing 1984 base levels. Transit commute ridership and mode share would triple from existing levels.
- o The RMP would apply TDM, TSM, growth management and AQMP TCMs to reducing air impacts of growth and travel. On-road mobile source emissions for principal pollutants (ROG, NO_x, and CO) would decrease by between one-half to two-thirds from existing 1984 base levels.
- o Energy dependency and depletion of non-renewable fossil fuels would decrease despite growth in travel under implementation of the RMP transportation and growth management programs with AQMP alternative fuels programs. The AQMP alternative transportation energy source control measures call for a decrease of over one-third in passenger vehicle gasoline consumption over the next ten years.
- o The RMP, by incorporating the GMP growth forecast policies, would accommodate planned growth and facilitate measures to improve job/housing balance. The policy forecast would double the gross regional product and increase real per capita income by an average of more than one half, with higher increases for minorities, by the year 2010.

BIOLOGICAL RESOURCES

Impact. New and expanded roadway and transit facilities would result in encroachment on sensitive biota and ecosystems.

Overriding Considerations. In addition to the overall beneficial effects cited as Project-wide Overriding Considerations below, the following aspects of the project will benefit biological resources:

- o The Growth Management Plan which forms the basis for the Regional Mobility Plan includes policies which encourage growth to occur in and around centers,

and which preserve open space areas identified in local state and federal plans and those in SCAG's Conservation and Open Space Plan. Such development would protect vital natural resources including wetlands, groundwater recharge areas, woodlands, production lands and land containing unique or endangered plants and animals, and would minimize transportation facility impacts on such resources.²

- o The RMP's emphasis on demand management over facility construction will minimize construction of new corridors and resultant encroachment on biotic resources, relative to without-plan conditions.
- o The 1988 RMP would reduce air emissions over 1984 levels regionwide, and would result in commensurate beneficial effects on biotic resource areas.

VISUAL RESOURCES

Impact. Construction and operation of new aerial and above-grade highway and transit alignments would result in obstruction of views and disruption of scenic resources.

Overriding Considerations. In addition to the overall beneficial effects cited as Project-wide Overriding Considerations below, the following aspects of the project will benefit visual resources:

- o Reductions in roadway congestion will reduce peak-period lane-miles of congestion relative to existing (1984 base) levels and will minimize neighborhood traffic intrusion, both of which will improve the local and regional aesthetic environments near roadways.
- o The RMP's emphasis on demand management over facility construction will minimize construction of new corridors and their attendant visual intrusion, relative to without-plan conditions.
- o Development of specified new corridors under scenic designations would enhance accessibility to scenic viewsheds and would help ensure that the facilities' alignments, designs and structures, as well as surrounding new development, would be planned and constructed with a high priority for aesthetic values.

NOISE

Impact. The RMP would result in increases in noise near roadways and transitways which cannot be fully mitigated through noise barriers, and in increased noise in sensitive morning hours from alternative work schedules.

² SCAG. Conservation and Open Space Plan. 1977.

Overriding Considerations. In addition to the overall beneficial effects cited as Project-wide Overriding Considerations below, the following aspects of the project will benefit the noise environment:

- o Reductions in roadway congestion will minimize neighborhood traffic intrusion, which will improve the local and regional noise environments near roadways.
- o The RMP's emphasis on demand management over facility construction will minimize construction of new corridors and their attendant noise impact intrusion, relative to without-plan conditions.
- o Shifting a greater share of commuter traffic to transit modes allows for a greater degree of control over peak-period noise sources and emissions.

SOCIAL IMPACTS

Impact. The RMP would result in displacement of houses and businesses for new and expanded roadway and rail corridor alignments.

Overriding Considerations. In addition to the overall beneficial effects cited as Project-wide Overriding Considerations below, the following aspects of the project will result in beneficial social effects:

- o The RMP would improve access to and ties between communities of the region, and would provide access to centers and facilitate goods movement and stimulate local economies.
- o The RMP's emphasis on transit measures would improve access to transportation facilities for the growing transit-dependent population.
- o The RMP's incorporation of the Growth Management Plan (GMP) policy forecast of increases in employment, housing and job/housing balance in the region will result in less family and societal stress, and greater community stability and diversity.

Appendix F. FEIR Hearing Transcript

BEFORE THE
SOUTHERN CALIFORNIA ASSOCIATION OF
GOVERNMENTS

IN THE MATTER OF THE:)
)
GROWTH MANAGEMENT PLAN)
AND REGIONAL MOBILITY PLAN)
FEBRUARY 1989)
_____)

DATE AND TIME: THURSDAY, FEBRUARY 2, 1989, 10:25 A.M.

PLACE: MAIN CONFERENCE ROOM
600 SOUTH COMMONWEALTH AVENUE
LOS ANGELES, CALIFORNIA

REPORTER: SHANNON M. ROSS
SHORTHAND REPORTER

Harristers'
reporting service

1600 EAST FOURTH STREET, SUITE 220
SANTA ANA, CALIFORNIA 92701
TELEPHONE (714) 953-4447

APPEARANCES

MR. DON GRIFFIN
MR. FRANK HOTCHKISS
MR. ARNOLD SHERWOOD
MR. JIM GOSNELL
MS. ANNE BAKER
MR. TIM JOHNSON
MR. ELMER DIGNEO
MS. PEGGY SARTOR
MR. LARRY WALKER
MS. JACKI BACHARACH
MS. GLORIA MOLINA
MR. LOU MORET
MR. COLIN LENNARD
MR. MARK PISANO
MS. CHRIS REED
MR. JOHN MIKELS
MS. JUDY NIEBURGER
MR. JOHN FLYNN
MR. JOHN MELTON
MR. FRANK MCDEVITT
MR. CLARENCE SMITH
MS. JUDY WRIGHT
MR. ROBERT WAGNER

STAFF PRESENT

MS. SHEILA STEWART



I N D E X

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MR. BILL GYAK	40	
MR. SKIP WRIGHTSON	46	
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MS. JUDY WRIGHT	53	
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MR. IRA SALATAN	60	



1600 EAST FOURTH STREET, SUITE 220
SANTA ANA, CALIFORNIA 92701
TELEPHONE (714) 953-4447

Harristers'
reporting service

FEBRUARY 2, 1989, 10:42 A.M.

CHAIRMAN GRIFFIN: I'LL OFFICIALLY OPEN THE MEETING. WE'LL GET STARTED. WE NOW HAVE A QUORUM. THE STARTING TIME IS 10:42. AND IN OUR TRADITIONAL WAY, WE'LL HAVE SELF-INTRODUCTIONS, AND WE'LL GO AROUND THE TABLE WITH THAT.

I'M DON GRIFFIN, THE PRESIDENT OF SCAG. I'M THE COUNCILMEMBER OF THE CITY OF BUENA PARK, AND I'M THE DELEGATE REPRESENTING THE MEMBER CITIES FROM ORANGE COUNTY.

AND TO MY LEFT IS JOHN MIKELS, SUPERVISOR FOR SAN DIEGO COUNTY. SHEILA STEWART, SCAG STAFF EXECUTIVE SECRETARY. JUDY NIEBURGER, CITY OF MORENO VALLEY. JOHN FLYNN, COUNTY SUPERVISOR, VENTURA. JOHN MELTON, COUNCILMAN REPRESENTING THE CITY OF SANTA PAULA.

CLARENCE SMITH, CITY COUNCILMEMBER. JUDY WRIGHT, CHAIR OF THE TRANSPORTATION AND COMMUNICATION. BOB WAGNER, COUNCILMAN FROM THE CITY OF LAKEWOOD AND MEMBER OF THE L.A. COUNTY BOARD.

FRANK HOTCHKISS, DIRECTOR OF REGIONAL STRATEGIC PLANNING AT SCAG. ARNOLD SHERWOOD, DIRECTOR OF PLANNING AND ECONOMIC DEVELOPMENT. ANNE BAKER, DIRECTOR OF ENVIRONMENTAL PLANNING.

TIM JOHNSON, COUNCILMAN FOR THE CITY OF

REDLANDS REPRESENTING CITIES OF ORANGE. ELMER DIGNEO, MAYOR OF LOMA LINDA REPRESENTING -- ALTERNATE FOR THE CITIES OF SAN BERNARDINO.

PEGGY SARTOR, COUNCILMEMBER, SAN BERNARDINO COUNTY. GLORIA MOLINA, CITY COUNCILMEMBER FOR THE CITY OF LOS ANGELES. LOU MORET, CHIEF OPERATING OFFICER. COLIN LENNARD, GENERAL COUNSEL. MARK PISANO, EXECUTIVE DIRECTOR.

ALL RIGHT. WE HAVE NOW THE PUBLIC COMMENT PERIOD. I HAVE FOUR CARDS THAT HAVE BEEN FILLED OUT. THREE OF THOSE WHICH, I THINK, ARE APPROPRIATELY IDENTIFIED FOR THE PUBLIC HEARING THAT WE HAVE AS A PART OF OUR AGENDA THIS MORNING AND THAT HAS TO DO WITH THE GROWTH MANAGEMENT PLAN AND THE REGIONAL MOBILITY PLAN, WHICH WE'LL HEAR AS WE PROGRESS.

WELL, HERE WE HAVE ONE MORE, AND THAT'S UNDER THE REGIONAL MOBILITY PLAN. I DO HAVE ONE INDIVIDUAL, BOB GETTS, WHO WISHED TO SPEAK UNDER THE PUBLIC COMMENT PERIOD, WESTERN STATES PETROLEUM.

IF YOU WOULD, PLEASE, COME FORWARD. IDENTIFY YOURSELF; AND, IF YOU COULD, TRY TO HOLD YOUR REMARKS TO THREE MINUTES.

MR. GETTS: YES, SIR.

PRESIDENT GRIFFIN, MEMBERS OF THE EXECUTIVE COMMITTEE, LADIES AND GENTLEMEN. I AM BOB GETTS, THE



1600 EAST FOURTH STREET, SUITE 220
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ASSISTANT EXECUTIVE DIRECTOR --

CHAIRMAN GRIFFIN: IS THERE A SWITCH ON THAT MIKE?

MR. GETTS: CAN YOU HEAR ME NOW? IF NOT, I'LL SPEAK LOUDER.

CHAIRMAN GRIFFIN: IF YOU WOULD.

MR. GETTS: I'LL SPEAK A LITTLE LOUDER. IS THIS PRETTY GOOD? OKAY.

CHAIRMAN GRIFFIN: THANK YOU VERY MUCH.

MR. GETTS: I'M BOB GETTS, THE ASSISTANT EXECUTIVE DIRECTOR OF THE WESTERN STATES PETROLEUM ASSOCIATION, WHICH UNTIL JANUARY 1ST WAS CALLED THE WESTERN OIL AND GAS ASSOCIATION OR WOGA. WE HAD A NAME CHANGE ON JANUARY 1ST, BUT ESSENTIALLY THE ORGANIZATION IS THE SAME ONE.

WE WERE PLEASED TO BE ABLE TO APPEAR BEFORE YOU ON DECEMBER THE 15TH TO ADDRESS THE PROPOSED AIR QUALITY MANAGEMENT PLAN. AND AT THAT TIME, YOU MAY RECALL, THAT WE HAD ANNOUNCED AN ALTERNATIVE IDEA WHICH WE FEEL OFFERS A MORE HEALTHFUL AIR PLAN WITHOUT MANY OF THE SOCIOECONOMIC DISRUPTIONS WHICH A LOT OF EXPERTS PREDICT MAY OCCUR UNDER THE CURRENT PROPOSED PLAN.

WITH REGARD TO THE ISSUE OF SOCIOECONOMICS, OUR PEOPLE WHO ATTENDED YOUR WORKSHOP ON TUESDAY WANTED TO EXTEND THEIR CONGRATULATIONS TO WHAT THEY FELT WAS A

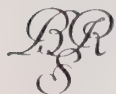
VERY EXCELLENT WORKSHOP. AND WE WERE VERY PLEASED THAT SUCH A WORKSHOP COULD, IN FACT, BE HELD. AND SOME OF OUR REPRESENTATIVES WERE, IN FACT, PARTICIPANTS IN THAT.

SINCE WE PRESENTED OUR STATEMENT ON DECEMBER THE 15TH, THERE HAVE BEEN SOME IMPORTANT QUESTIONS RAISED IN THE PUBLIC ABOUT OUR ALTERNATIVE, AND WE WOULD LIKE TO TAKE THIS BRIEF OPPORTUNITY TO CLARIFY JUST A COUPLE OF THOSE FOR YOU BECAUSE WE DO FEEL THEY WERE VERY IMPORTANT, AND WE DON'T WANT ANY MISUNDERSTANDINGS TO BE EXISTING ON OUR PROPOSAL.

THERE, APPARENTLY, HAS BEEN SOME MISUNDERSTANDING ABOUT OUR PLAN BEING DIRECTED REALLY SOLELY AT OZONE, REDUCING OZONE AND LITERALLY IGNORING THE OTHER POLLUTANTS THAT FACE THIS AREA.

THAT IS NOT THE CASE AT ALL. NOW AS I INDICATED EARLIER, OUR PLAN DOES OFFER A VERY AGGRESSIVE PROGRAM AT REDUCING OZONE. AND THAT IS BECAUSE MANY EXPERTS BELIEVE THAT OZONE IS TRULY ONE OF THE MOST HEALTH RISK FACTORS FACING THIS AREA; SO, CONSEQUENTLY, WE FEEL THAT IT IS THE POLLUTANT THAT SHOULD BE ADDRESSED VERY, VERY HARD FIRST. BUT THAT DOESN'T MEAN THAT WE ARE IGNORING NOX OR PM-10. OUR PLAN, IN FACT, ENVISIONS MEETING THOSE STANDARDS AS WELL AND CARBON MONOXIDE.

NOW, THE KEY, I THINK -- THE KEY QUESTION IN OUR ASSOCIATION RIGHT NOW IS THE PM-10 QUESTION.



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1 WE'RE DOING SOME ADDITIONAL WORK USING THE DISTRICT MODEL
 2 AND DATA TO DETERMINE WHERE SOME ADJUSTMENTS HAVE TO BE
 3 MADE IN OUR PROPOSAL TO ACTUALLY REACH OR ATTAIN THE
 4 STANDARDS FOR PM-10. AND OUR ASSOCIATION HAS INDICATED
 5 THAT IT IS PREPARED TO MAKE THE ADJUSTMENTS THAT ARE
 6 GOING TO BE NECESSARY TO BRING THAT PLAN INTO COMPLIANCE
 7 ON THE PM-10 STANDARD. AND THAT MAY MEAN INCLUDING IN
 8 OUR PROPOSAL SOME ADDITIONAL NOX PROVISIONS THAT WE, UP
 9 TO NOW, HAVE SUGGESTED BE DEFERRED.

10 ANOTHER AREA THAT WE FEEL NEEDS SOME
 11 CLARIFICATION IS THE AREA OF OUR RECOMMENDATIONS ON
 12 MOBILE SOURCES. IN OUR PLAN WE SUGGEST THAT MOBILE
 13 SOURCES BE FACED WITH SOME ADDITIONAL CONTROLS. WE FEEL
 14 THAT MOBILE SOURCES CONTINUE TO BE ONE OF THE MAJOR
 15 SOURCES OF OZONE, AND WE HAVE RECOMMENDED MEASURES THAT
 16 WOULD REDUCE TAILPIPE AND EVAPORATIVE EMISSIONS AND
 17 EXTEND REQUIREMENTS FOR MEETING EMISSIONS STANDARDS ON
 18 TRUCKS AND AUTOMOBILES.

19 NOW, THERE ARE JUST THREE THINGS THAT WE
 20 FEEL ARE VERY IMPORTANT WHEN WE TALK ABOUT AUTOMOTIVE
 21 CONTROLS. THE FIRST THING IS THAT WHEN WE TALK ABOUT
 22 IMPROVING THE EMISSIONS CONTROLS ON AUTOS, WE ARE NOT
 23 JUST TALKING ABOUT THE AUTOMOBILE ENGINE AND THE MACHINE,
 24 WE ARE TALKING ABOUT ALSO THE NEED TO CHANGE THE
 25 FORMULATION OF THE FUELS, THE GASOLINE, THE DIESEL,

1 WHATEVER.

2 WE ALSO ARE RECOMMENDING THESE CHANGES, NOT
 3 TOMORROW, BUT IN A TIME PERIOD THAT REALLY RANGES FROM
 4 ABOUT MID-1990S THROUGH THE VERY LATE '90S AND INTO THE
 5 YEAR 2000, SO THAT SHOULD PROVIDE SOME ADEQUATE AMOUNT OF
 6 TIME FOR KNOWN TECHNOLOGY TO BE PERFECTED AND
 7 IMPLEMENTED. AND WE ARE TALKING ABOUT KNOWN TECHNOLOGY.

8 THIRDLY, WE HAVE HAD OUTSIDE EXPERTS REVIEW
 9 THE SUGGESTIONS, AND THEY BELIEVE THAT THEY ARE
 10 REALISTIC.

11 CHAIRMAN GRIFFIN: MR. GETTS, WE HAVE BEEN FIVE
 12 MINUTES NOW --

13 MR. GETTS: WELL, I WILL WRAP UP AND SAY THANK
 14 YOU FOR --

15 CHAIRMAN GRIFFIN: THE SUBJECT THAT YOU'RE
 16 TALKING, THE AQMP, WILL BE THE SUBJECT OF A PUBLIC
 17 HEARING ON MARCH 17TH. THE AQMP IS NOT A SUBJECT OF THE
 18 AGENDA FOR SCAG TODAY. WE WANTED TO HEAR WHAT YOU HAD TO
 19 SAY, AND WE DO WANT TO HEAR FROM YOU; HOWEVER, I THINK
 20 THE APPROPRIATENESS WOULD BETTER FIT, IF YOU WILL, MARCH
 21 17TH UNLESS THERE'S SOMETHING ELSE THAT YOU
 22 COULD -- IF YOU FEEL THERE'S SOMETHING ELSE THAT IS
 23 DIRECTLY GERMANE TO WHAT WE ARE GOING TO TALK ABOUT
 24 TODAY, I'D BE HAPPY TO CONCLUDE RIGHT NOW.

25 MR. GETTS: ALL RIGHT. I DO WANT TO THANK YOU.

THE REASON WE THOUGHT WE WANTED TO CLARIFY THESE POINTS, PRESIDENT GRIFFIN, IS WE, OF COURSE, ARE WELL AWARE YOUR MEMBERS HAVE BEEN VERY ACTIVE AND CONCERNED ABOUT THIS ISSUE. WE DIDN'T WANT TO LEAVE ANY MISUNDERSTANDINGS FROM WHAT WE MAY HAVE ADDRESSED ON THE 15TH, AND WE FELT IT WAS FAIR THAT THESE CLARIFICATIONS BE MADE. AND WE WANT TO THANK YOU FOR THIS OPPORTUNITY TO DO SO.

CHAIRMAN GRIFFIN: WELL, REAL FINE. WE STILL HAVE STAFF THAT YOU CAN TALK WITH ALSO.

MR. GETTS: THEY'VE BEEN VERY HELPFUL, AND WE THANK THEM.

CHAIRMAN GRIFFIN: ALL RIGHT. FINE. APPRECIATE IT VERY MUCH.

ALL RIGHT. THAT CONCLUDES THE ITEMS FOR THE PUBLIC COMMENT PERIOD, AND WE WILL HAVE THOSE OTHERS THAT HAVE REQUESTED TO BE HEARD COME UP LATER UNDER SPECIFIC SUBJECTS OF THE AQMP AND GMP.

AND THOSE THAT HAVE NOT FILLED OUT A CARD THAT WISH TO SPEAK ON THE PUBLIC HEARING ISSUES, I'D PLEASE ENCOURAGE YOU TO FILL OUT YOUR CARDS NOW AND LEAVE THEM UP ON THE -- MY LEFT -- MY LEFT, YOUR RIGHT -- THE FRONT TABLE, AND WE'LL HAVE OUR SECRETARY PICK THOSE UP.

I'D NOW LIKE TO ASK MARK PISANO TO GIVE US A REPORT ON THE COMMITTEE AND MEETING FOCUS.

MR. PISANO: THANK YOU, MR. PRESIDENT. GOOD

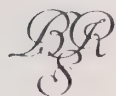
MORNING.

THE FOCUS OF THIS MEETING IS SCAG'S INITIATION OF THE PLAN ADOPTION PROCESS, JUST A LITTLE BACKGROUND. AT OUR DECEMBER 16TH MEETING WE TOOK THE POSITION THAT WE WOULD NOT BE ADOPTING GROWTH -- GROWTH MANAGEMENT, MOBILITY, LAND USE, TRANSPORTATION AND ENERGY, CONSERVATION ELEMENTS OF AIR QUALITY PLAN. RATHER, WE TOOK THE POSITION THAT WE WOULD DELAY ADOPTION OF THE AIR QUALITY PLAN FOR 90 DAYS, AND WE WOULD DO THAT IN CONJUNCTION WITH THE AIR QUALITY DISTRICT ON MARCH 17TH.

WE ALSO TOOK THE POSITION THAT WE WOULD ALSO OPEN THE PUBLIC COMMENT PERIOD ON THE GROWTH MANAGEMENT PLAN AND ON THE MOBILITY PLAN. THAT WE WOULD CLOSE THE WRITTEN COMMENTS, AGAIN, ON JANUARY 16TH. AND WE WOULD HAVE A PUBLIC HEARING ON FEBRUARY 2ND FOR ORAL COMMENTS, AND THAT THE PLANS COULD BE POTENTIALLY ADOPTED ON FEBRUARY 2ND.

THE ISSUE BEFORE THE EXECUTIVE COMMITTEE TODAY IS, IN FACT, THE PUBLIC HEARING ON THE ADOPTION OF THE GROWTH MANAGEMENT PLAN AND THE MOBILITY PLAN.

WE WOULD ALSO LIKE TO NOTE FOR THE EXECUTIVE COMMITTEE THAT DEPENDING ON WHATEVER ACTION YOU TAKE TODAY, THERE WOULD BE ANOTHER EXECUTIVE COMMITTEE MEETING ON MARCH 2ND.



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1 AND, FINALLY, ON MARCH 17TH WE WILL HAVE A
2 JOINT HEARING WITH THE DISTRICT ON THE AIR QUALITY PLAN.
3 AND IT'S AT THAT DATE THAT THE EXECUTIVE COMMITTEE WILL
4 DECIDE WHAT PORTIONS OF WHATEVER PLAN YOU ADOPT IN THE
5 GROWTH MANAGEMENT AND IN MOBILITY THAT YOU INCLUDE IN THE
6 AIR QUALITY PLAN.

7 IT'S EXTREMELY IMPORTANT TO THE EXECUTIVE
8 COMMITTEE TO HAVE IT CLEAR IN MIND WHAT YOUR SCHEDULE IS,
9 AND ALSO WHAT THE PROCESS IS FOR ADOPTION. ON MARCH 17TH
10 YOU'LL MAKE THE DECISION AS TO WHAT PORTION OF THE
11 PLAN -- AND THERE CAN BE FLEXIBILITY BETWEEN WHAT YOU
12 ADOPT IN THE GROWTH PLAN AND THE MOBILITY PLAN AND WHAT
13 YOU INCORPORATE INTO THE AIR QUALITY PLAN.

14 SO THE FOCUS OF TODAY'S MEETING IS OUR
15 INITIATION OF OUR PLAN ADOPTION PROCESS UNDER THAT
16 SCHEDULE AND THAT PROVISION.

17 MS. SARTOR: ARE YOU SAYING THAT THE REGULAR
18 SCAG MEETING IS SCHEDULED FOR THE FIRST OF MARCH IN LIEU
19 OF THIS OR --

20 MR. PISANO: NO, WE WILL HAVE A REGULAR MEETING.
21 THE DATE IS THE 2ND OF MARCH. AND THEN WE WILL ALSO BE
22 HOLDING -- PARDON?

23 MS. SARTOR: IN ADDITION, WE WILL HAVE THIS --
24 THE MARCH 17TH HEARING?

25 MR. PISANO: WE WILL HAVE AN ADDITIONAL MEETING

1 ON MARCH 17TH. WE'LL HAVE TWO MEETINGS --

2 MR. SMITH: THAT WILL BE AT 10 O'CLOCK?

3 MR. PISANO: PARDON?

4 MR. SMITH: THAT WILL BE AT 10:00?

5 MR. PISANO: IT WILL BE 10:00 A.M. ON THE
6 17TH -- 9 O'CLOCK ON THE 17TH. AND IT WILL BE AT THE
7 CARSON CIVIC CENTER.

8 CHAIRMAN GRIFFIN: ALL RIGHT. THANK YOU, MARK.
9 ITEM 4 IS OUR CONSENT CALENDAR. WE HAVE A CORRECTION.
10 MARK, ON THE MINUTES OF THE LAST MEETING.

11 MR. PISANO: YES, I WOULD LIKE TO NOTE,
12 PRESIDENT GRIFFIN, THAT ON PAGE 3 OF THE EXECUTIVE
13 COMMITTEE MEETING THAT THE TITLE -- (INAUDIBLE)

14 REPORTER: EXCUSE ME. COULD YOU SPEAK UP. WE
15 DON'T HAVE MICROPHONES. THANK YOU.

16 CHAIRMAN GRIFFIN: THE COMMENT WAS THAT THE
17 CORRECTION ON THE MINUTES OF OUR LAST MEETING, PAGE 3 OF
18 OUR AGENDA SHOWS AND SHOULD BE CORRECTED TO SHOW BRUCE
19 NESTEANDE AS FORMER SUPERVISOR OF ORANGE COUNTY.

20 ALL RIGHT. ANYTHING FURTHER? ANY FURTHER
21 CORRECTIONS? ANY ADDITIONS OR CORRECTIONS? IF NONE,
22 THEN I'LL SHOW -- LET THE RECORD SHOW THE MINUTES STAND
23 APPROVED AS CORRECTED.

24 I ENTERTAIN A MOTION THEN TO APPROVE THE
25 BALANCE OF CONSENT CALENDAR ITEMS 4-B, C, AND D.



1 MR. DIGNEO: MOVED.

2 CHAIRMAN GRIFFIN: ALL RIGHT. DISCUSSION? ANY
3 OBJECTIONS TO THAT MOTION? NO OBJECTIONS. THAT WILL
4 STAND APPROVED.

5 WE ARE NOW THEN ON ITEM 5, WHICH IS A CALL
6 TO ACTION. AND WE WILL TAKE THIS IN PROGRESSION AS
7 FOLLOWS: WE WILL HAVE OUR STAFF REVIEW AND GIVE US A
8 BRIEF SUMMARY OF BOTH THE GMP AND RMP. AND THEN WE WILL
9 HAVE AN OPEN -- OPEN THE PUBLIC HEARING AFTER THE OPENING
10 OF THE -- AND THE TESTIMONY. WE'LL THEN HAVE STAFF TO
11 REVIEW AND MAKE COMMENTS AND ADDRESS THE ISSUES RAISED.
12 AND THEN AT THE CONCLUSION OF THAT, IT WILL BE THE
13 PLEASURE OF THIS EXECUTIVE COMMITTEE TO MAKE AN
14 APPROPRIATE MOTION.

15 THE DISCUSSIONS THAT WE'LL HAVE WILL BE
16 ADDRESSED INDIVIDUALLY TO THE GMP AND THEN THE RMP. I'D
17 LIKE TO EMPHASIZE TO ALL OF YOU THAT THE PUBLIC HEARING
18 WILL BE FOR BOTH OF THOSE PLANS.

19 SO WE'LL PROCEED AHEAD. AND I'LL ASK
20 FIRST, MARK, WOULD YOU LIKE TO MAKE ANY COMMENTS BEFORE
21 WE GO INTO THE GMP AND ASK ARNIE SHERWOOD TO COMMENT.

22 MR. PISANO: THE ONLY COMMENTS THAT I'D LIKE TO
23 MAKE TO THE EXECUTIVE COMMITTEE IS THAT SUBSEQUENT TO OUR
24 LAST MEETING WE HAVE RECEIVED ALL THE WRITTEN COMMENTS,
25 RESPONDED TO THEM, AND YOU HAVE THE RESPONSES TO THEM IN

1 YOUR PACKETS.

2 STAFF WILL BE READY TODAY -- WILL BE
3 ORGANIZED TODAY FOR ANY ADDITIONAL ORAL COMMENTS. WE'VE
4 SO ARRANGED THE STAFF SO THAT WE CAN NOW DO ANALYSIS AND
5 PROVIDE YOU WITH OUR RESPONSES TO THOSE QUESTIONS.

6 TODAY WE WILL START OFF, MR. PRESIDENT,
7 WITH ARNIE MAKING A PRESENTATION ON THE GROWTH MANAGEMENT
8 PLAN.

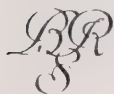
9 CHAIRMAN GRIFFIN: GOOD MORNING, ARNIE. GO
10 AHEAD.

11 MR. SHERWOOD: GOOD MORNING, MR. GRIFFIN,
12 MEMBERS OF THE EXECUTIVE COMMITTEE.

13 IT'S BEEN A LONG PROCESS. I PUT UP A CHART
14 ON THE -- OVER THERE NEXT TO LOU MORET ON THE DEVELOPMENT
15 OF THE GROWTH MANAGEMENT PLAN.

16 AND JUST TO RECALL, WE STARTED THIS WITH A
17 BASELINE IN AUGUST OF 1986. AND YOU HAD A PRELIMINARY
18 DRAFT BASED ON CONSULTANT REPORTS IN APRIL OF 1988. WE
19 CAME OUT WITH THE DRAFT GROWTH MANAGEMENT PLAN IN JULY OF
20 1988. THE DRAFT EIR WAS PRODUCED BY SEPTEMBER OF 1988,
21 AND WE HAD SOME PROPOSED FINAL CHANGES TO YOU IN
22 DECEMBER.

23 SINCE WE CONTINUED THE PUBLIC HEARING TILL
24 NOW, WHAT I WANTED TO REVIEW WERE THE MAJOR ISSUES THAT
25 HAVE BEEN RAISED IN THE PUBLIC HEARINGS AND THE PUBLIC



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COMMENTS ON THE DRAFT GROWTH MANAGEMENT PLAN, AND THE RESPONSES WE HAD TO THEM AND THE CHANGES WE HAVE MADE IN THE PLAN TO THOSE.

THE FIRST ISSUE OF -- MAJOR ISSUE THAT I'D LIKE TO ADDRESS IS THE ISSUE OF JOB/HOUSING BALANCE. WE RECEIVED MANY COMMENTS ON THIS IDEA AND THE WAY IT WAS TREATED. TWO MAJOR COMMENTS WERE THAT THE JOB/HOUSING BALANCE POLICY AS DRAFTED IN THE PLAN WAS FELT TO BE TOO RIGID FOR LOCAL GOVERNMENT, THE ABSOLUTE NUMBER OF JOBS AND THE ABSOLUTE NUMBER OF HOUSING UNITS. AND IT WAS ALSO PERCEIVED AS A THREAT TO LOCAL GOVERNMENTS AUTONOMY.

IN REVIEWING THAT, WE LOOKED AT WHAT WE WERE TRYING TO ACCOMPLISH THROUGH THE JOB/HOUSING BALANCE POLICY. THAT, AS YOU MAY RECALL, WAS TO PRIMARILY IMPROVE THE CONGESTION IN THE REGION AND IMPROVE AIR QUALITY. THAT'S THE REASON WE UNDERTOOK THE JOB/HOUSING BALANCE POLICY. IN ANALYZING IT, HOWEVER, WE FOUND THAT THE KEY INGREDIENT IN MAKING THAT IMPROVEMENT WAS THE RATIO OF JOBS TO HOUSING AND NOT THE ABSOLUTE NUMBERS.

SO ONE CHANGE THAT WE HAVE PROPOSED IN THE PLAN IS THAT IN MONITORING THE IMPLEMENTATION OF THE PLAN THAT THE PERFORMANCE TARGET SHOULD BE THE RATIO OF JOBS AND HOUSING IN EACH OF THE SUBREGIONS RATHER THAN THE ABSOLUTE NUMBERS. OF COURSE, THE ABSOLUTE NUMBERS ARE EXTREMELY IMPORTANT BECAUSE WE WILL CONTINUE TO USE THOSE

FOR SIZING INFRASTRUCTURE IN THE REGION.

ON LOCAL GOVERNMENT IMPLEMENTATION -- ON THE ISSUE OF IMPLEMENTATION, WE HAVE ADDED LANGUAGE TO MAKE CLEARER THAT IT IS LOCAL GOVERNMENT THAT HAS THE AUTONOMY AND THE CURRENT POWERS TO IMPLEMENT THIS POLICY TO CLEAR UP ANY CONFUSION IN THAT AREA.

ANOTHER MAJOR ISSUE THAT WAS BROUGHT OUT WAS THAT THE PLAN WAS CALLING FOR NEW AUTHORITIES AND NEW LEGISLATION. FOR EXAMPLE, TAX BASE SHARING AND OTHER LEGISLATION THAT WOULD AFFECT LOCAL GOVERNMENT. JUST LIKE TO -- WE DID NOT MAKE ANY CHANGES IN THE PLAN ON THIS, I JUST WANT TO POINT OUT THAT THAT IS NOT IN THE PLAN.

WHAT WE HAD WAS IN DEVELOPING THE GROWTH MANAGEMENT PLAN THE ISSUE PAPERS THAT WERE BROUGHT TO YOUR ATTENTION THAT WE HAD CONSULTANTS DO BACK IN MARCH AND APRIL OF LAST YEAR, DID LOOK AT OPTIONS AND SCENARIOS FOR GROWTH MANAGEMENT, AND AMONG THOSE OPTIONS AND SCENARIOS WERE SUCH THINGS AS TAX-BASE SHARING; HOWEVER, NONE OF THOSE HAVE BEEN INCLUDED IN THE PLAN. THE PLAN RELIES ON CURRENT AUTHORITIES AND CURRENT LEGISLATION. WE DID, HOWEVER, INCLUDE ALL THOSE CONSULTANT REPORTS AS APPENDICES TO THE PLAN.

ANOTHER MAJOR ISSUE RAISED WAS THE MITIGATION OF THIS GROWTH MANAGEMENT PLAN. THAT THERE



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WERE A NUMBER OF POLICIES THAT SHOULD BE ADDED, AND WE AGREED. AND WHAT WE HAVE DONE IS TAKEN THE MAJOR MITIGATION MEASURES IN THE EIR AND INCLUDED THEM IN A POLICY CHAPTER.

WE HAVE ALSO TAKEN ALL THE MITIGATION MEASURES THAT WERE IN THE EIR AND INCLUDED THEM IN A CHAPTER OF THE GROWTH MANAGEMENT PLAN. AND JUST A NOTE UNDER -- YOU'LL HEAR LATER -- UNDER THE FORTESE LEGISLATION, WE ARE REQUIRED TO MONITOR THOSE MITIGATION MEASURES THAT ARE IN THE EIR.

WE DID RECEIVE A FEW COMMENTS ON THE NUMBERS THEMSELVES. TWO, IN PARTICULAR, I'D LIKE TO BRING TO YOUR ATTENTION. ONE WAS THE COMMENT MADE BY NUMEROUS -- SEVERAL PEOPLE IN ORANGE COUNTY, INCLUDING THE COUNTY ITSELF, THAT ARE IN DEVELOPING OUR JOB/HOUSING BALANCE FOR THE COUNTY, THAT THE KEY ISSUE THERE WAS NOT THE NUMBER OF JOBS TO HOUSING BUT THE WORKERS PER HOUSEHOLD. THEY FELT THEY HAD A HIGHER NUMBER OF WORKERS PER HOUSEHOLD IN ORANGE COUNTY THAN THE REGION AS A WHOLE. WE LOOKED INTO THAT. IT DOES HAVE SOME MERIT. THEY DO HAVE A HIGHER RATIO OF WORKERS TO HOUSEHOLD, SO WE DID MAKE THAT ADJUSTMENT IN THE NUMBER OF JOBS IN ORANGE COUNTY. ABOUT 27,000 WERE ADDED TO ORANGE COUNTY; HOWEVER, IT STILL REMAINS THAT IF THE JOB/HOUSING BALANCE POLICY IN ORANGE COUNTY IS SUBSTANTIALLY THE WAY IT WAS,

THIS IS AN ADJUSTMENT THAT DOES NOT APPRECIABLY CHANGE THE POLICY OR AFFECT THE FINDINGS OF THE EIR OR MAKE SIGNIFICANT CHANGES.

SIMILARLY WITH COMMENTS FROM SAN BERNARDINO COUNTY, THAT OUR NUMBERS OF BOTH EMPLOYMENT, HOUSING, AND POPULATION WERE TOO HIGH IN THE SAN BERNARDINO FOREST AREA. WE DID AGREE WITH THOSE COMMENTS, AND WE HAVE MADE SOME ADJUSTMENTS TO THOSE NUMBERS. ALSO, AGAIN, THE NUMBERS WERE -- THE CHANGES WERE SMALL INSOFAR AS THE IMPACTS ON THE EIR.

A FINAL MAJOR ISSUE THAT WAS RAISED WAS THE ISSUE OF THE DEPARTMENT OF FINANCE FORECAST, WHICH IS A MILLION LOWER THAN THE SCAG FORECAST FOR THE REGION, THAT WE DID NOT ADEQUATELY EXPLAIN THAT. WE HAVE ADDED LANGUAGE IN THE PLAN TO EXPLAIN THE DIFFERENCES IN ASSUMPTIONS AND METHODOLOGY THAT ACCOUNT FOR THAT DIFFERENCE.

I DO WANT TO NOTE THAT WE DID ADD A LOW ALTERNATIVE BASED ON THE DEPARTMENT OF FINANCE NUMBERS TO THE PLAN IN SEPTEMBER AND THAT WAS ANALYZED IN THE EIR.

THAT CONCLUDES MY DISCUSSION OF THE MAJOR ISSUES AND THE CHANGES THAT WE'VE MADE TO THE PLAN -- OR THE DRAFT PLAN. AGAIN, I WANT TO JUST NOTE THAT THERE WERE NO -- BASED ON THE CHANGES WE HAVE MADE -- THERE WERE NO SIGNIFICANT CHANGES MADE TO THE EIR.



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CHAIRMAN GRIFFIN: ALL RIGHT. ARE THERE ANY
QUESTIONS OF ARNIE SHERWOOD?

YES, CHRIS.

MS. REED: ARE YOU ADJUSTING THE NUMBER OF -- OR
RECOGNIZING THE COMMENT THAT THE NUMBER OF WORKERS PER
HOUSEHOLD IS SLIGHTLY HIGHER IN ORANGE COUNTY THAN THE
REGIONAL AVERAGE? DOES IT FOLLOW, THEN, THAT THEY HAVE A
LOWER PROPORTION OF RETIRED PEOPLE THAN THE REGIONAL
AVERAGE, IS THAT WHERE THE BALANCE COMES IN?

MR. SHERWOOD: THEY HAVE MORE PROBABLY BECAUSE
OF THE HIGHER HOME PRICES. THEY HAVE -- AMONG OTHER
FACTORS, THEY HAVE TO HAVE MORE PEOPLE WORKING PER
HOUSEHOLD, MORE TWO-PERSON WORKER HOUSEHOLDS.

IN L.A. COUNTY, FOR EXAMPLE, WE HAVE SOME
LARGER HOUSEHOLDS WHERE IT'S NOT POSSIBLE FOR THE WIFE TO
WORK. BUT I JUST WANTED TO INDICATE ON THAT ISSUE, WE
LOOKED AT AN ANALYSIS OF WHAT THAT MEANT FOR COMMUTING
PATTERNS, AND WE DID SEE THAT THAT CAUSED AN ADDITIONAL
COMMUTE INTO L.A. COUNTY. AND WE WANT TO REDUCE THAT.

MS. SARTOR: I'D LIKE TO ASK A QUESTION, BUT I
HAVE TO PREFACE IT A LITTLE BIT. AS EVERYBODY IS AWARE,
BOTH GEORGE AIR FORCE BASE IN VICTORVILLE AND NORTON IN
SAN BERNARDINO ARE PROPOSED FOR CLOSURE. I PERSONALLY
THINK WE STILL HAVE A HOPE ON GEORGE; I'M NOT SURE ABOUT
NORTON. BUT YESTERDAY AT STEINBECK (PHONETIC) WE HAD A

PRESENTATION FROM A CONSULTANT. A GUY NAMED HUSING
(PHONETIC), WHO PROCLAIMED THAT THE ONLY SOLUTION -- THE
ONLY SURVIVAL THAT HE COULD SEE IN THE IMMEDIATE FUTURE
IN THE NEXT SEVERAL YEARS WAS INCREASING COMMUTERS. FOR
THE VICTORVILLE AREA, IT WILL BE SOMETHING LIKE 5,800
ADDITIONAL COMMUTERS ADDED TO OUR APPROXIMATELY 50
PERCENT COMMUTERS NOW, WHICH CERTAINLY ADDS TO
CONGESTION, TO AIR POLLUTION, AND TO OTHER PROBLEMS. AND
IT CERTAINLY THROWS OUR JOB/HOUSING BALANCE OUT.

RECOGNIZING THAT THIS WAS NOT OF OUR
MAKING, BUT WE PROBABLY WILL HAVE TO LIVE WITH IT, MY
QUESTION IS: IS THAT GOING TO HAVE ANY EFFECT ON THE
ADOPTION OF THE PLAN, PARTICULARLY, FOR THOSE OF US WHO
HAVE BEEN WARNED THAT THIS IS GOING TO HAPPEN?

MR. SHERWOOD: I GUESS I WOULD SAY TWO THINGS --
THREE THINGS, COUNCILWOMAN SARTOR. ONE, IT, OBVIOUSLY,
WILL HAVE AN IMPACT IN THE IMMEDIATE FUTURE, AND WE NEED
TO TAKE ACCOUNT OF THAT FOR 2010. WE'RE HOPEFUL THAT IT
WILL NOT HAVE THE LONG-RANGE IMPACT, THAT WE WILL BE ABLE
TO FIND OTHER EMPLOYERS THAT WILL GO INTO THAT AREA; AND,
I THINK, WE WANT TO WORK WITH COUNTIES AND CITIES TO THAT
END, AND WE ARE ALREADY STARTING TO HAVE CONVERSATIONS ON
THAT.

AND THIRDLY, THAT, I THINK, WHAT WE HOPE TO
DO IS ESTABLISH TASK FORCES TO LOOK AT GROWTH MANAGEMENT



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AND TRANSPORTATION ISSUES AND SOCIOECONOMIC ISSUES, AND THAT IF THERE ARE ANY MAJOR CHANGES AS A RESULT OF FURTHER ANALYSIS THAT WE SEE THAT REQUIRE A CHANGE IN THE REGIONAL PLANS, THEN WE CAN PROPOSE THOSE LATER.

MS. SARTOR: MAY I MAKE ONE FURTHER COMMENT? BASED ON MY EXPERIENCE TODAY, I THINK THE TRANSPORTATION SITUATION, THE TRAFFIC BETWEEN VICTORVILLE AND LOS ANGELES IS ALREADY SO BAD THAT IF IT GETS WORSE, I DON'T SEE HOW WE ARE GOING TO CONTINUE TO OPERATE, TO GO TO THE MEETINGS, TO DO THE THINGS THAT WE'RE DOING WHEN IT TAKES TWICE AS LONG TO GET ANYWHERE.

ISN'T THAT GOING TO HAVE A TERRIFIC IMPACT ON THE BUSINESS THAT WE WANT TO ACCOMPLISH?

MR. SHERWOOD: I THINK IT JUST HAPPENS THAT IF THOSE CLOSE AND NOTHING ELSE HAPPENS, IT'S GOING TO HAVE AN IMPACT. THERE'S NO QUESTION ABOUT IT. BUT THERE ARE THINGS THAT CAN BE DONE TO MITIGATE THAT. AND AS I SAY, I THINK WE WANT TO WORK WITH THE COUNTIES AND CITIES AND CALTRANS, THE FEDERAL GOVERNMENT, THE STATE GOVERNMENT TO SEE WHAT WE COULD DO. WE THINK THERE IS A LOT OF POTENTIAL, ACTUALLY, FROM EMPLOYMENT MOVING INTO THOSE AREAS TO MAKE UP FOR MILITARY.

CHAIRMAN GRIFFIN: JUDY?

MS. NIEBURGER: I KIND OF GO ALONG WITH WHAT PEGGY WAS SAYING. I THINK THERE ARE A NUMBER OF PEOPLE

IN THE RIVERSIDE AREA THAT FEEL THAT THE NUMBERS ARE TOO LOW, BOTH FOR HOUSING AND ALSO FOR THE JOBS. ARE THERE GOING TO BE ANY KIND OF SANCTIONS, OR IS IT JUST GOING TO BE A MATTER OF SCAG GOING BACK IN FIVE YEARS AND STUDYING THE NUMBERS AGAIN?

MR. SHERWOOD: TWO THINGS. LET ME JUST ADD THAT MOST OF THE JOBS AND HOUSING THAT WE TOOK OUT OF SAN BERNARDINO, WE PUT IN YOUR AREA OF RIVERSIDE BECAUSE WE FELT IT WAS TOO LOW.

SECONDLY, THIS PLAN DOES CALL FOR A REVISITATION OF HOW WELL IT'S DOING, FOR A MAJOR RELOOK IN FIVE YEARS; OF COURSE, WE'LL BE MONITORING IT YEARLY TO SEE HOW IT'S EXACTLY APPEARING. AND IF RIVERSIDE GETS MORE JOBS THAN WE'VE FORECASTED, THAT'S FINE.

THERE ARE NO SANCTIONS ON THAT THAT WE CAN FORESEE BECAUSE THAT IS TO THE GOOD TO HAVE MORE JOBS IN AN AREA THAT ALREADY HAS A LARGE EXCESS OF HOUSING.

MS. NIEBURGER: WELL, I THINK ALSO ACCORDING TO WHAT PEGGY IS SAYING AND ALSO WHAT WE'VE BEEN TOLD IS THAT MARCH AIR FORCE BASE IS GOING TO BE TAKING PEOPLE FROM SAN BERNARDINO AND ALSO FROM VICTORVILLE AND OTHER BASES. AND SO RIGHT AWAY THOSE NUMBERS ARE NOT GOING TO BE IN THE BALLPARK BECAUSE WE'VE ADDED PROBABLY ANOTHER 15,000 PEOPLE. SO THAT WOULD BE MORE HOUSING, THAT WOULD BE MORE POPULATION. AND SO DO YOU -- AND ALSO MY OTHER



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1 QUESTION IS: DO YOU COUNT GOVERNMENT JOBS IN WITH THE
2 JOBS -- THE JOB RATIO?

3 MR. SHERWOOD: WE COUNT ALL JOBS. THE ONLY
4 THING WE DON'T COUNT ARE MILITARY THAT ARE -- WE COUNT
5 THE CIVILIANS THAT WORK FOR THE MILITARY. WE DON'T COUNT
6 THE SOLDIERS.

7 MS. NIEBURGER: EVEN THOSE THAT -- THOSE
8 PEOPLE --

9 MR. SHERWOOD: WE DO -- WE DO COUNT THEM AND
10 THEIR EFFECT ON COMMUTING, ON THEIR IMPACT IN THE AREA.
11 WE DON'T COUNT THEM AS FAR AS JOB/HOUSING BALANCE RATIO.

12 MS. NIEBURGER: BUT AS FAR AS POPULATION?

13 MR. SHERWOOD: YES. WE PUT THEM IN THE
14 POPULATION.

15 MS. NIEBURGER: DOESN'T THAT THROW OFF YOUR
16 RATIO? IF YOU CONSIDER THEM AS PART OF THE HOUSING AND
17 POPULATION, DON'T YOU CONSIDER THEM AS PART OF THE JOB
18 MARKET?

19 MR. SHERWOOD: THAT'S A TECHNOLOGICAL POINT, BUT
20 WE DO REMOVE THEM FOR BOTH POPULATION AND JOBS WHEN WE
21 CALCULATE THE JOB/HOUSING RATIO. WE ALSO LOOK AT IT WITH
22 THEM INCLUDED. IT DOES NOT USUALLY ALTER THE SITUATION,
23 BUT IN SOME AREAS IT DOES MAKE A DIFFERENCE.

24 CHAIRMAN GRIFFIN: ALL RIGHT. TIM.

25 MR. JOHNSON: ARNIE, ON THIS EIR -- I THINK

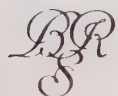
1 STAFF AND THE CONSULTANT HAVE DONE A VERY GOOD JOB ON
2 THE PLAN AND THE EIR WITHIN THE CONSTRAINTS OF THE
3 EXISTING AUTHORITIES AVAILABLE TO US. BUT IS A FAVORABLE
4 VOTE TO APPROVE THE EIR, IS THAT A STATEMENT THAT WE
5 BELIEVE THESE POPULATION FIGURES ARE SUSTAINABLE? AND
6 THE REASON WHY I ASK THAT IS, I AM ABSOLUTELY CONVINCED,
7 IN THE CASE OF WATER RESOURCES, THERE IS NO WAY TO
8 SUPPORT THESE POPULATION NUMBERS. SO IF I VOTE FOR THE
9 EIR, AM I SAYING THAT THIS CAN'T HAPPEN BECAUSE IT WILL
10 NOT BE ABLE TO?

11 MR. SHERWOOD: I THINK ONE OF THE THINGS THAT'S
12 IN THE EIR -- AMONG THE THINGS IN THE EIR, I SHOULD SAY,
13 ARE MITIGATION MEASURES, THINGS THAT WOULD HAVE TO BE
14 DONE TO MAKE THIS MORE ACCEPTABLE -- GROWTH MORE
15 ACCEPTABLE. AMONG THOSE ARE OUR WATER SUPPLY AND FLOOD
16 CONTROL AND A LOT OF OTHER THINGS SCHOOLS, POLICE, AND SO
17 ON.

18 MR. JOHNSON: WELL, I DON'T WANT TO GUM UP THE
19 WORKS BECAUSE I UNDERSTAND THE CONSTRAINTS WE LABOR
20 UNDER. MY CITY, FOR EXAMPLE, HAD DIFFERENCES WITH --
21 THAT THEY WILL NEVER BE ABLE TO RESOLVE WITH SCAG, BUT
22 THAT'S BECAUSE OF THE LEGISLATION.

23 MR. SHERWOOD: THAT WAS ON THE REGIONAL HOUSING
24 NEEDS ASSESSMENTS.

25 MR. JOHNSON: RIGHT. BUT IF WE DO NOT BELIEVE



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1 THERE IS A WAY TO MITIGATE ON THAT PARTICULAR NATURAL
2 RESOURCE. DOES THAT THEN REQUIRE ME TO VOTE NO ON THE
3 EIR?

4 MR. SHERWOOD: I THINK WHEN THE EIR IS
5 PRESENTED. THAT'S AN APPROPRIATE QUESTION TO DISCUSS WITH
6 THEM. BUT I THINK THAT OUR ASSUMPTION IN THIS PLAN IS
7 THAT THE MAJOR IMPACTS OF THOSE ARE MITIGABLE, BUT IT'S
8 GOING TO REQUIRE INFRASTRUCTURE AND SPENDING.

9 AND ONE OF THE THINGS THAT WE'RE REQUIRED
10 TO DO UNDER THE NEW LEGISLATION, NEW FORTSE LEGISLATION,
11 IS MONITOR WHETHER THAT MITIGATION IS ACTUALLY OCCURRING,
12 SO YOU'LL HAVE A CHANCE TO REVISE THIS PLAN. I MEAN THIS
13 IS NOT CAST IN CONCRETE.

14 CHAIRMAN GRIFFIN: ANYTHING FURTHER? ANY
15 FURTHER QUESTIONS OF ARNIE?

16 MR. MIKELS: JUST FOLLOWING UP ON YOUR LAST
17 COMMENT, YOU INDICATED THAT IT WASN'T CAST IN CONCRETE.

18 IS THERE ANY REQUIREMENT FOR SOME SPECIFIC
19 AMOUNT OF TIME FOR WHICH -- OR IF IT WAS APPROVED, LET'S
20 SAY TODAY OR NEXT MONTH OR SIX MONTHS LATER WE NOTICE THE
21 IMPACT TRENDS THAT WERE ONLY EMERGING NOW OR DURING THE
22 DEVELOPMENT PROCESS OF THE PLAN ITSELF AND SAW THAT THE
23 PROJECTION OF THOSE TRENDS WOULD HAVE SOME HIGHLY
24 DIFFERENT END RESULTS FROM THOSE PROJECTED IN THE PLAN
25 ITSELF, THE EIR, WOULD WE BE ABLE TO AMEND IT THEN?

1 MR. SHERWOOD: YES, YOU CAN.

2 CHAIRMAN GRIFFIN: ANY FURTHER QUESTIONS OF
3 ARNIE?

4 MS. MOLINA: I INITIALLY HAD THE SAME QUESTION.
5 THERE HAS TO BE FLEXIBILITY IN THE PLAN.

6 MR. SHERWOOD: EXACTLY.

7 MS. MOLINA: WE ARE ENTITLED TO MAKE
8 ADJUSTMENTS?

9 MR. SHERWOOD: ONE OF THE MAJOR CHANGES WE MADE
10 IN THE PLAN WAS TO ADD SOME FLEXIBILITY ON THE
11 JOB/HOUSING BALANCE.

12 MS. MOLINA: WE ARE GOING TO HAVE EVER-CHANGING
13 TRENDS IN LOS ANGELES. ONE OF THE THINGS IS WITH REGARD
14 TO JOB/HOUSING, AND SINCE I WASN'T INVOLVED IN THE
15 DEVELOPMENT OF THE PLAN, IN PARTICULAR THAT PROCESS, IS
16 AFFORDABILITY EVER PART OF ANY OF THESE -- ON THE
17 JOB/HOUSING BALANCE AND PROPOSALS, PARTICULARLY BEFORE
18 LOCAL JURISDICTIONS?

19 MR. SHERWOOD: AFFORDABILITY WAS A MAJOR PART OF
20 OUR REGIONAL HOUSING NEEDS ASSESSMENT PLAN, WHICH WAS
21 APPROVED IN JUNE BY THE EXECUTIVE COMMITTEE, AND THAT IS
22 SOMETHING THAT EVERY LOCAL JURISDICTION BY STATE LAW IS
23 REQUIRED TO ADDRESS. AND WE, IN THE REGIONAL HOUSING
24 NEEDS ASSESSMENT, DID HAVE AFFORDABILITY CRITERIA. WE
25 HAVE AN ASSESSMENT OF THE NEEDS -- CURRENT NEEDS OF ALL



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JURISDICTIONS AS WELL AS FUTURE NEEDS, AND A FAIR SHARE ALLOCATION OF THOSE NEEDS.

MS. MOLINA: BUT I DIDN'T NOTICE IT WHEN YOU TALKED ABOUT THE PLAN.

MR. SHERWOOD: THIS PLAN -- THERE'S A PART OF THE PLAN THAT SAYS IT WILL BE BASED ON THE ALLOCATIONS THAT ARE IN THE REGIONAL HOUSING NEEDS ASSESSMENT, SO IT IS CONSISTENT WITH THAT.

MS. MOLINA: SO THAT ALLOCATION IS BASED ON THE HOUSING PLAN?

MR. SHERWOOD: RIGHT.

MS. MOLINA: THANK YOU.

CHAIRMAN GRIFFIN: ANY FURTHER QUESTIONS OF ARNIE? THANK YOU VERY MUCH, ARNIE.

THAT CONCLUDES THE PRESENTATION OF THE GMP. AND WE WILL NOW ASK JIM GOSNELL TO COMMENCE WITH THE PRESENTATION ON THE RMP, THE REGIONAL MOBILITY PLAN.

MR. GOSNELL: WE TOO STARTED A LONG TIME AGO. I DIDN'T PREPARE A CHART FOR YOU, BUT I WAS JUST GOING TO SAY WE STARTED THREE YEARS OR SO AGO.

AND A LITTLE BIT OF HISTORY. YOU MAY RECALL, WE ASKED LOCAL AGENCIES TO TELL US WHAT THEIR PLANS WERE SO THAT WE COULD MATCH THEM UP AGAINST OUR REVISED GROWTH PROJECTIONS, BASELINE, AND SUBSEQUENT PROJECTIONS. WE ASKED THEM, "IF WE HAD ADDITIONAL MONEY,

WHAT WOULD YOU DO?" AND WE ANALYZED ALL OF THOSE, LEADING TO THE CONCLUSION THAT THE CURRENT PROJECT, THE PLANNING THAT WAS OCCURRING IN THE REGION, WAS GOING TO BE INADEQUATE TO ADDRESS THE MOBILITY NEEDS THAT WE SAW COMING IN THE NEXT 20 OR SO YEARS.

OUT OF THAT, WE DEVELOPED THE FOUR SCENARIOS THAT YOU MIGHT RECALL. THAT INCLUDED: FACILITIES, SYSTEM MANAGEMENT, DEMAND MANAGEMENT, AND IN SOME CASES GROWTH MANAGEMENT THAT ARNIE WAS JUST TALKING ABOUT.

YOU SELECTED STRATEGY III, AND TOLD US TO DEVELOP A PLAN BASED ON STRATEGY III AT THAT TIME. WE HAVE DONE SO. AND THE PLAN THAT WE ARE PRESENTING TODAY IS THE CULMINATION OF THAT PROCESS, AND IT DOES MAINTAIN THE BASIC STRUCTURE OF STRATEGY III.

THAT STRATEGY IS SAYING THAT WE NEED TO MANAGE THE SYSTEM, THE TRANSPORTATION SYSTEM, AS EFFECTIVELY AS POSSIBLE TO GET AS MUCH OUT OF IT AS WE CAN. TO SHIFT THE WAY TRAVEL IS OCCURRING TO AND FROM WORK OUT OF THE SINGLE-OCCUPANT AUTOMOBILE AND INTO TRANSIT AND HIGH OCCUPANCY VEHICLES. SHIFT THE WAY PEOPLE OR THE TIME THAT PEOPLE TRAVEL TO WORK, AND TRY TO REDUCE OUR PEAK PERIOD DEMAND. TO BUILD FACILITIES, BOTH THE HIGHWAYS AND TRANSIT, FOR THE HIGH OCCUPANCY VEHICLE. RAISE MORE MONEY TO PAY FOR THOSE FACILITIES AND



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SERVICES, AND TO BETTER COORDINATE LAND USE AND
TRANSPORTATION DECISION MAKING.

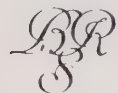
IN DECEMBER YOU HAD BEFORE YOU THE COMMENTS
AND STAFF RECOMMENDATIONS ON CHANGES TO THE PLAN BASED ON
THE PUBLIC PROCESS TO THAT POINT. TODAY IN YOUR
ATTACHMENT, YOU HAVE THE ADDITIONAL COMMENTS THAT WE'VE
RECEIVED, THE RESPONSES, AND ANY ADDITIONAL CHANGES THAT
THE STAFF IS RECOMMENDING.

IN ADDITION, BECAUSE THE PUBLIC PROCESS
CONCLUDED JUST THE 31ST; EARLIER THIS WEEK, THERE'S AN
ADDENDUM IN FRONT OF YOU THAT INCLUDES SOME ADDITIONAL
COMMENTS THAT WE HAVE RECEIVED AS OF THE 31ST. AND
RELATIVE TO THE EIR, I BELIEVE, THERE'S A MEMO FROM THE
ENVIRONMENTAL STAFF WITH ONE MORE ADDITIONAL COMMENT.

NONE OF THE INPUT IN THE CHANGES THAT WE'VE
MADE HAVE RESULTED IN SIGNIFICANT CHANGES TO THE DRAFT
ENVIRONMENTAL IMPACT REPORT WHERE YOU WERE AT YOUR LAST
MEETING.

TURNING TO THE ATTACHMENT -- BEGINNING ON
PAGE 277 OF YOUR ATTACHMENTS, WE HAD IDENTIFIED THE KEY
ISSUES THAT HAVE BEEN GENERATED IN THE ENTIRE PLAN
PROCESS, AND I WANTED TO FOCUS ON A FEW OF THOSE FOR YOU.

ONE OF THE MORE FUNDAMENTAL ISSUES IS
THERE'S NOT ADEQUATE FUNDING TO PAY FOR ALL OF THE
IMPROVEMENTS AND SERVICES. WE RECOGNIZE THAT. WE'VE



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DEVELOPED A PLAN TO RESPOND TO THE FUNDING SHORTFALL. IT
CALLS FOR A COMBINATION OF STRATEGIES AND ACTIONS:
RAISING THE GAS TAX, POSSIBLE SALES TAX, USER FEES,
CONCEIVABLY LOOKING AT CONGESTION OR PEAK PERIOD CHARGES
TO ASSIST IN PAYING FOR OUR TRANSPORTATION PLAN.

THE SHORTFALL IS MOST SIGNIFICANT IN
TRANSIT AND IN OUR DEMAND MANAGEMENT PROGRAM, AND WE'RE
GOING TO NEED TO DO CONTINUING WORK TO REFINE THE
FINANCIAL STRATEGIES TO PAY FOR THOSE PROGRAMS. WE
RECOGNIZE THAT IN ACTIONS AND SEQUENCING OF ACTIONS IN
THE PLAN.

ANOTHER ISSUE IS ON THE -- IN THE PLAN,
BECAUSE OF THE SHORTFALL, WE HAVE AN UNCONSTRAINED
PROGRAM. MEANING, WE DON'T HAVE A CLEARLY DEMARKED
FINANCIAL PLAN FOR IT. AND THE ISSUE IS COMMITMENTS TO
THOSE PROJECTS. AND WE BELIEVE WE RESPONDED TO THEM BY
NOTING THAT WE MUST GET THE ADDITIONAL FUNDING BEFORE WE
CAN REALLY COMMIT TO BUILDING THESE ADDITIONAL PROJECTS.
THESE THINGS GO HAND IN GLOVE. WITHOUT THE ADDITIONAL
FUNDING, WE RECOGNIZE WE WON'T BE ABLE TO BUILD ALL OF
THESE FACILITIES. AND WE WILL NEED TO MAKE ADJUSTMENTS
IN THE PLAN.

ANOTHER MAJOR ISSUE WAS IN THE TRANSIT AND
HIGH OCCUPANCY VEHICLE PROGRAM. WE HAD SUBSTANTIAL
SYSTEM EXPANSIONS IN BOTH. THERE WERE ISSUES RAISED



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1 WHERE WE WERE COMPETING BETWEEN THOSE TWO SYSTEMS AND
2 DUPLICATING.

3 WE HAVE MADE SUBSTANTIAL REVISIONS TO THE
4 TRANSIT PROGRAM TO BUILD UPON HIGH OCCUPANCY VEHICLE LANE
5 ADDITIONS THAT START OUT WITH THE BUS-ON-FREEWAY PROGRAM
6 WHERE THAT'S APPROPRIATE. WE'VE REDUCED SEPARATE
7 FACILITIES FOR OUR TRANSIT PROGRAM AND REDUCED THE
8 CAPITAL COSTS SUBSTANTIALLY IN RESPONSE TO THAT.

9 ANOTHER ISSUE, AND AN IMPORTANT ONE, IS
10 THERE IS SOME CONCERN THAT PARTICULARLY THAT THE REGIONAL
11 TRANSIT PROGRAM THAT WE'VE LAID OUT MAY NOT SUPPORT THE
12 JOB/HOUSING BALANCE THAT'S CALLED FOR IN THE GROWTH PLAN.
13 AS I MENTIONED, WE'VE SCALED DOWN SOME OF THE REGIONAL
14 TRANSIT. IN OUR OPINION, THE REGIONAL TRANSIT PROGRAM
15 WOULD NOT WORK COUNTER TO OUR POLICIES FOR JOB/HOUSING
16 BALANCE, BUT WOULD SUPPORT THE JOB/HOUSING BALANCE.

17 A VERY SUBSTANTIAL ISSUE IS THE DEMAND
18 MANAGEMENT PROGRAM ITSELF. AS YOU RECALL, WE HAVE A GOAL
19 OF REDUCING ABOUT THREE MILLION TRIPS, HOME-TO-WORK
20 TRIPS, OVER THE NEXT 20 YEARS FROM WHAT WE WOULD BE
21 PROJECTING OTHERWISE. THE ISSUE IS: WILL THE PROGRAM
22 THAT WE'VE LAID OUT PRODUCE THE RESULTS THAT ARE NEEDED? ,
23 WILL WE BE ABLE TO BE SUCCESSFUL TO HAVE A 20-PERCENT
24 REDUCTION OF HOME-TO-WORK TRIPS BY TELECOMMUTING, FOR
25 EXAMPLE?

1 WE'VE LAID OUT WHAT WE THINK IS A VERY
2 AGGRESSIVE PROGRAM. WE'VE SAID THESE ARE THE OBJECTIVES
3 THAT WE NEED TO SHOOT FOR. YOU NEED TO REALIZE THAT
4 THESE OBJECTIVES ARE BUILT INTO THE AIR QUALITY PLAN,
5 WHICH YOU'LL BE DISCUSSING NEXT MONTH. SO THEY'RE GOING
6 TO BE IMPORTANT TARGETS FOR US TO TRY TO ACHIEVE AS WELL
7 AS TRYING TO ACHIEVE THE MOBILITY TARGETS THAT YOU HAVE
8 SET FOR US AND GOALS THAT YOU'VE RECOMMENDED.

9 WE HAVE MAINTAINED THE TARGETS. WE'VE
10 PROVIDED ADDED FLEXIBILITY AND OPTIONS. WE'VE NOT
11 PRESCRIBED THAT THIS IS THE EXACT WAY THAT THE DEMAND
12 MANAGEMENT PROGRAM NEEDS TO BE EXECUTED, BUT WE'VE
13 IDENTIFIED THESE ARE THE OPTIONS THAT YOU MIGHT PURSUE IN
14 ORDER TO ACHIEVE THE TARGET. THE IMPORTANT PART IS
15 ACHIEVING THE TARGET, SO WE'VE ADDED THAT FLEXIBILITY.
16 SO THAT AS WE PROCEED IN MONITORING LOCAL GOVERNMENTS AND
17 THE PRIVATE SECTOR COMING TO US WITH NEW IDEAS AND NEW
18 PROGRAMS, WE WILL BE ABLE TO SAY YES TO THAT INNOVATION
19 AND ADVANCEMENT IN DEMAND MANAGEMENT. BUT THAT IS A
20 SUBSTANTIAL ISSUE, AND ONE THAT WE NEED TO MONITOR VERY
21 CAREFULLY.

22 THE LAST ISSUE THAT I'LL MENTION IS THAT
23 THERE WAS SOME SUGGESTION THAT WE HAVE A CONTINGENCY PLAN
24 WITHIN THE MOBILITY PLAN IN CASE ONE OR MORE OF THESE
25 STRATEGIES DID NOT WORK. WE HAVE A CONTINGENCY PLAN.



DEVELOPMENT EFFORT IN THE OVERALL WORK PROGRAM. WE HAVE NOT INCLUDED A CONTINGENCY PLAN IN THIS DOCUMENT, BUT WE'VE SPECIFIED THAT WE DO NEED TO MONITOR AND BE READY AND BE RESPONSIVE TO CHANGING CONDITIONS. SO IF SOMETHING IS NOT WORKING, WE NEED TO COME BACK AND LOOK AND SEE WHAT ELSE WE NEED TO PUT INTO THE PLAN TO AUGMENT OR TO CHANGE THE GOALS THAT WE'RE TRYING TO SHOOT FOR.

THE TRANSPORTATION COMMITTEE, I BELIEVE, HAS THOROUGHLY DISCUSSED THESE ISSUES AND OTHERS RELATIVE TO THE PLAN AND THE DRAFT ENVIRONMENTAL IMPACT REPORT OVER THE LAST SEVERAL MONTHS.

MAYOR WRIGHT IS HERE, AND I BELIEVE SHE'LL BE SHARING HER PERSPECTIVE WITH YOU LATER ON COMMITTEE DISCUSSION DIALOGUE.

THE TRANSPORTATION COMMITTEE HAS RECOMMENDED ADOPTION OF THE PLAN AND CERIFICATION OF THE EIR THAT IS IN FRONT OF YOU. THE COMMUNITY -- ECONOMIC AND HOUSING COMMITTEE HAS ALSO REVIEWED THE PLAN AND ALSO RECOMMENDS ADOPTION OF THE PLAN.

THE ENERGY AND ENVIRONMENT COMMITTEE REVIEWED THE PLAN LAST THURSDAY, AND THEY RAISED A NEW ISSUE THAT I WOULD LIKE TO SPEND A MOMENT ON. AND I HAVE A HANDOUT FOR YOU.

WHAT I'M HANDING OUT IS THE ACTION OF THE ENERGY AND ENVIRONMENT COMMITTEE THAT THEY TOOK LAST

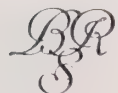
THURSDAY RELATIVE TO THE MOBILITY PLAN. I WAS NOT PRESENT, BUT THE WAY -- AS I UNDERSTAND THE ACTION, WHEN THEY WERE REVIEWING THE PLAN, THEY WERE ENTERTAINING A MOTION TO CERTIFY THE EIR AND ADOPT THE PLAN WHEN AN ISSUE WAS RAISED ABOUT THE SAN JOAQUIN HILLS CORRIDOR IN SOUTHERN ORANGE COUNTY. THIS PARTICULAR CORRIDOR MAY BE ONE THAT YOU'RE FAMILIAR WITH. WE'VE TALKED ABOUT IT IN THE PAST FOR ORANGE COUNTY. IT'S DEVELOPED A TOLL-ROAD PROGRAM FOR THAT PARTICULAR CORRIDOR.

SPECIAL LEGISLATION ON THE STATE AND FEDERAL LEVEL HAS BEEN PASSED TO ALLOW TOLLS TO BE CO-JOINED WITH FEDERAL AND STATE FUNDS TO HELP BUILD THIS PARTICULAR CORRIDOR THAT WOULD INCLUDE MIXED FLOW LANES AND HIGH OCCUPANCY VEHICLE LANES.

AS I UNDERSTAND IT, THE EEC THEN SAID THAT THEY WOULD LIKE TO DELETE THAT PARTICULAR CORRIDOR FROM THE PLAN. THEY WOULD LIKE, IF NECESSARY, A 30-DAY EXTENSION TIME FOR THE STAFF TO ANALYZE THE IMPACTS OF DELETING THAT PLAN OR THAT PROJECT AND ASKED FOR A REPORT BACK. BUT THEY ALSO PASSED THE MAIN MOTION, WHICH WAS TO APPROVE THE PLAN. I'LL BE PREPARED TO RESPOND TO THAT AT THE APPROPRIATE TIME.

CHAIRMAN GRIFFIN: ALL RIGHT. THAT CONCLUDES YOUR PRESENTATION?

MR. GOSNELL: YES, SIR.



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CHAIRMAN GRIFFIN: ANY QUESTIONS OF JIM?

ALL RIGHT. SEEING NONE, THEN I THINK THAT WHAT I WOULD ASK WE DO IS TO CONTINUE NOW WITH THE PUBLIC HEARING. AND THEN UPON CONCLUSION OF THAT, I WOULD LIKE TO CALL UPON JUDY WRIGHT OF THE TRANSPORTATION COMMITTEE TO GIVE A REPORT, AT THAT TIME, ON THEIR COMMITTEE RECOMMENDATIONS AND ACTIONS.

SO WITH THAT, I'LL NOW OPEN THE PUBLIC HEARING. AND THE FIRST CARD THAT I HAVE IS FROM JERRY BENNETT, AND THIS WOULD BE WITH REGARD TO THE TRANSPORTATION CORRIDOR AGENCIES. JERRY, IF YOU WILL, IDENTIFY YOURSELF AND PROCEED.

MR. BENNETT: THANK YOU PRESIDENT GRIFFIN, MEMBERS OF THE COMMITTEE. MY NAME IS JERRY BENNETT. I'M CHIEF ENGINEER OF THE TRANSPORTATION CORRIDOR AGENCIES OF ORANGE COUNTY, WHICH IS TWO SEPARATE AGENCIES. ONE OF WHICH IS DESIGNING, PLANNING, AND CONSTRUCTING THE SAN JOAQUIN HILLS TRANSPORTATION CORRIDOR. THE SAN JOAQUIN AGENCY INCLUDES THE CITIES OF SANTA ANA, COSTA MESA, NEWPORT BEACH, IRVINE, MISSION VIEJO, SAN JUAN CAPISTRANO, SAN CLEMENTE, AS WELL AS THE COUNTY OF ORANGE.

WHAT I WANT TO SPEAK TO YOU THIS MORNING ABOUT IS SPECIFICALLY TO THE ITEM THAT JIM MENTIONED AT THE CONCLUSION OF HIS REPORT; THE SUGGESTION THAT THE SAN.

JOAQUIN HILLS CORRIDOR BE DELETED FROM THE REGIONAL MANAGEMENT PLAN.

I'D LIKE TO BEGIN BY TELLING YOU A LITTLE BIT ABOUT THE SAN JOAQUIN HILLS CORRIDOR. I'M REMINDING YOU SINCE I KNOW YOUR GROUP HAS DISCUSSED THIS MANY TIMES. THE PLANNING HAS BEEN UNDERWAY SINCE THE MID-'70S, AND THERE HAS BEEN CONTINUOUS PUBLIC DISCUSSION SINCE THAT TIME. AS YOU CAN SEE FROM THE MEMBERSHIP IN OUR AGENCY, WHICH IS CHARGED WITH ACTUALLY BUILDING IT, ALL BUT ONE OF THE CITIES IN THE AREA, THE LOCAL CITIES, ARE MEMBERS OF THE IMPLEMENTING AGENCY; THEREFORE, ARE SUPPORTING IMPLEMENTATION.

WE'VE DEVELOPED LOCAL FUNDING. AS JIM INDICATED, WE HAVE A TOLL LEGISLATION WHICH ENABLES US TO IMPLEMENT TOLL REVENUE BONDS. WE'RE IN THE PROCESS OF DEVELOPING OUR FINANCIAL PLAN CURRENTLY AS FUNDING SOURCES ARE SUCH THAT ABOUT 90 PERCENT OF THE FUNDING IS OTHER THAN FEDERAL AND STATE MONEY. SO WE'RE TRYING TO BUILD THIS THING AS A COALITION OF LOCAL AGENCIES WITH SUBSTANTIALLY LOCAL MONEY, YET CONSISTENT WITH THE REGIONAL PROCESS. WE HAVE WORKED WITH THAT REGIONAL PROCESS FOR MANY YEARS. IN FACT, PERSONALLY I WAS -- FOR MANY YEARS I WAS CHAIRMAN OF ONE OF YOUR ADVISORY COMMITTEES, THE MODEL TASK FORCE, SO I WAS PART OF SOME OF THOSE DISCUSSIONS.



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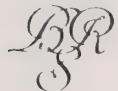
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I HAPPEN TO KNOW THAT AS EARLY AS 1979 THE SAN JOAQUIN CORRIDOR BECAME A PART OF THE, WHAT WAS THEN CALLED, THE REGIONAL TRANSPORTATION PLAN. IT HAS BEEN CONTINUOUSLY OVER THOSE YEARS. WE'VE BEEN PROCEEDING IN THE MEANTIME WITH OUR ENVIRONMENTAL PROCESS AND OUR STATE IMPLEMENTATION PROCESS. FOR EXAMPLE, THIS ROUTE WAS DESIGNATED AS A PORTION OF ROUTE 73 STATE HIGHWAY ABOUT SIX OR SEVEN YEARS AGO, SO IT'S CONSISTENTLY BEEN A PART OF THE REGIONAL PLAN AND AS A STATE HIGHWAY. AND ANY DELETION OR ANY DISCUSSION OF DELETING IT, AT THIS POINT, WE BELIEVE IS INAPPROPRIATE.

THERE WAS SOME DISCUSSION ABOUT IDENTIFYING ENVIRONMENTAL IMPACTS ON SUCH A DELETION IN JIM'S REPORT. PERHAPS THE ENVIRONMENTAL COMMITTEE IS UNAWARE OF IT, BUT OUR ENVIRONMENTAL PROCESS LOCALLY HAS BEEN GOING ON FOR SEVERAL YEARS. WE HAD JUST THIS PAST YEAR AN EIR THAT WAS CIRCULATED, COMMENTED ON BY SCAG, AS WELL AS ALL THE OTHER RELEVANT AGENCIES. IT WAS ACKNOWLEDGED, AT THAT TIME, AS BEING CONSISTENT WITH ALL REGIONAL PLANS, AND IT CONTINUES TO BE THAT.

AND AMONG THE OTHER INTERESTING THINGS THAT ARE IN THAT EIR, THAT PERHAPS WOULD BE VALUABLE FOR THE ENVIRONMENTAL COMMITTEE TO KNOW, IS THAT THERE IS AN OVERALL FOUR PERCENT REDUCTION IN SOUTH ORANGE COUNTY EMISSIONS OF REACTIVE ORGANIC GASES AND CARBON MONOXIDE.



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SO DISCUSSION ABOUT ENVIRONMENTAL IMPACTS. I BELIEVE, SHOULD BE A DISCUSSION OF THE POSITIVE IMPACTS OF BUILDING THE PROJECT AND NEGATIVE IMPACTS OF ANY POTENTIAL DELETION OF IT.

SIMILARLY, JUST TO POINT OUT ONE OF THE OTHER BENEFITS OF THE PROJECT ON TRAFFIC FLOW, THE TRAFFIC ON PACIFIC COAST HIGHWAY, PARALLEL TO IT THROUGH -- FOR EXAMPLE, THE CITY OF LAGUNA BEACH GOES DOWN -- BY THE FUTURE YEAR 2010, TRAFFIC WOULD GO DOWN ON THE ORDER OF WITHIN 20 TO 30 PERCENT AS A RESULT OF THE TRANSPORTATION CORRIDOR HAVING BEEN CONSTRUCTED.

SO WE WOULD MAINTAIN THERE'S A CONSISTENT RECORD OF CORRECT ENVIRONMENTAL PROCEDURES. IT'S BEEN IN THE PLANS. WE THINK IT SHOULD STAY IN THE PLAN. YOUR REGIONAL MOBILITY PLAN IS CONSISTENT WITH OUR MASTER PLAN OF ARTERIAL HIGHWAYS IN THE COUNTY. IT'S CONSISTENT WITH ALL THE GENERAL PLANS IN THE COUNTY. SO ALL OUR GROWTH PROJECTIONS WORK TOGETHER, AND THIS IS A NECESSARY ELEMENT OF ALL OF THAT.

YOUR TRANSPORTATION COMMITTEE HAS RECOMMENDED ADOPTION OF IT. I HAVE TO BELIEVE THAT INASMUCH AS IT HAS BEEN A THREE-YEAR PROCESS, AS JIM DESCRIBED, AND ONE WEEK PRIOR TO THE CONCLUSION, PRIOR TO TODAY, TO HAVE A COMMITTEE COME UP WITH A RECOMMENDATION LIKE THIS, AND IT DOES NOT GET DISCUSSED WITH THE



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TRANSPORTATION COMMITTEE. I THINK IT SORT OF SPEAKS FOR ITSELF. IT'S A LAST MINUTE IDEA. IN MY VIEW, AND ILL ADVISED.

WITH THAT, WE RECOMMEND THAT YOU CERTIFY YOUR ENVIRONMENTAL IMPACT REPORT AND REGIONAL MOBILITY PLAN. AND I'D BE HAPPY TO ANSWER ANY QUESTIONS.

CHAIRMAN GRIFFIN: ANY QUESTIONS OF JERRY BENNETT?

THANK YOU VERY MUCH. APPRECIATE YOUR TESTIMONY.

MR. BENNETT: THANK YOU.

CHAIRMAN GRIFFIN: I'D LIKE TO CALL UPON BILL GYAK FROM THE COUNTY OF ORANGE. GOOD MORNING, BILL.

MR. GYAK: GOOD MORNING, DON. THANK YOU PRESIDENT GRIFFIN, AND EXECUTIVE COMMITTEE MEMBERS.

I'M ACTUALLY HERE TO ADDRESS THREE ITEMS. AND I DON'T KNOW QUITE HOW WE'LL DO IT, BUT WE'LL WORK OUR WAY THROUGH IT.

ALONG WITH JERRY, I DO -- THE COUNTY OF ORANGE IS ALSO CONCERNED ABOUT THE RECOMMENDATION FROM EEC COMMITTEE. AND WE WOULD STRONGLY -- AGAIN, STRONGLY URGE THAT THE EXECUTIVE COMMITTEE CERTIFY THE RMP EIR, AS WELL AS APPROVE THE REGIONAL MOBILITY PLAN FOR THE SAME REASONS THAT JERRY HAS INDICATED.

IN ADDITION, WE WANTED TO OFFER SOME

COMMENTS ON THE GROWTH MANAGEMENT PLAN. OUR COUNTY HAS SUPPORTED THE USE OF THE STATE DEPARTMENT FINANCE NUMBERS, WHICH ARNIE HAS SPOKEN TO, BUT WE'D ALSO URGE THAT SCAG INCORPORATE THE ORANGE COUNTY PROJECTIONS OF 1988. THOSE WERE APPROVED BY OUR BOARD OF SUPERVISORS AND FORMERLY TRANSMITTED TO SCAG AS THE COUNTY'S OFFICIAL PROJECTION ON THIS MATTER.

I'D JUST LIKE TO MENTION, TOO, THAT THEY HAVE BEEN REVIEWED BY EACH OF THE ORANGE COUNTY CITIES. AND EXCEPT FOR A COUPLE OF INSTANCES, THERE'S A GENERAL CONSENSUS IN THE COUNTY THAT THOSE WILL BEST REFLECT THE GROWTH.

THE THIRD ITEM ACTUALLY APPLIES TO THE NEXT ITEM ON THE AGENDA WHICH IS THE BLUE RIBBON REPORT. AND I HAVE A LETTER PREPARED BY SUPERVISOR WIEDER THAT WE WOULD LIKE TO HAVE READ INTO THE RECORD. AND I CAN DO IT NOW OR --

CHAIRMAN GRIFFIN: LET'S DO THAT AND ACKNOWLEDGE THAT INTO THE RECORD NOW. AND I'VE JUST ASKED FOR YOUR INFORMATION, BILL, AND THE EXECUTIVE COMMITTEE NOW HAS A COPY OF THOSE BEFORE THEM. IT'S JUST BEEN PASSED OUT, SO THE RECORD WILL SHOW RECEIPT OF THE LETTER FROM SUPERVISOR HARRIET WIEDER, SECOND DISTRICT, ADDRESSED TO THE MEMBERS OF SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS. THE SUBJECT: FEBRUARY 2 EXECUTIVE



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COMMITTEE MEETING. AGENDA ITEM 6-A AND B. THAT WILL BE
RECEIVED AND FILED IN THE RECORD.

MR. GYAK: I'LL GO THROUGH IT. I'LL READ IT.

UNFORTUNATELY -- THIS IS FROM SUPERVISOR
WIEDER -- UNFORTUNATELY, I AM UNABLE TO ATTEND THURSDAY'S
EXECUTIVE COMMITTEE MEETING DUE TO PRIOR COMMITMENTS. I
AM --

CHAIRMAN GRIFFIN: IT ISN'T NECESSARY THAT
YOU --

MR. GYAK: OKAY.

CHAIRMAN GRIFFIN: -- READ IT ALL.

MR. GYAK: WELL, THEN LET ME KIND OF JUST GO
OVER THE POINTS.

NUMBER ONE IS SUPERVISOR WIEDER OBVIOUSLY
WANTS TO APOLOGIZE. SHE HAS A SPEAKING ENGAGEMENT AT THE
ORANGE COUNTY CHAMBER OF COMMERCE.

WE WOULD PROBABLY ALSO NEED TO MAKE A
CORRECTION ON THE SECOND PAGE. IT'S OUR UNDERSTANDING
THAT THE -- THAT THE TRANSCRIPTS, AS THEY WERE SENT TO
ORANGE COUNTY, WERE NOT ACCURATE. THAT THE MOTION DID
NOT COME FROM AN ELECTED OFFICIAL OUTSIDE OF ORANGE
COUNTY, BUT IT WAS AN ELECTED OFFICIAL INSIDE OF ORANGE
COUNTY. WE WILL NOTE THAT.

BUT -- BUT AGAIN OUR -- TO CONTINUE, WE
WOULD STILL WANT TO REEMPHASIZE THAT OUR CONCERN IS THAT

WE -- IS THAT THESE KINDS OF SITUATIONS, I THINK, OCCUR.
IT'S OUR FEELING THAT THEY COULD BE PREVENTED IF WE HAD
MORE OF A DECENTRALIZED APPROACH TO REGIONAL PLANNING.
THAT'S REALLY THE GIST OF THE LETTER.

AND WITH THAT, I'LL SAY NO MORE.

CHAIRMAN GRIFFIN: THANK YOU. ANY QUESTIONS OF
MR. GYAK?

YES, GLORIA MOLINA.

MS. MOLINA: YOU'RE REPRESENTING HARRIET WIEDER
ON THIS LETTER?

MR. GYAK: YES.

MS. MOLINA: I DON'T -- I'M TRYING TO UNDERSTAND
THE LETTER.

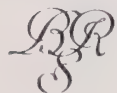
MR. GYAK: OKAY.

MS. MOLINA: MAYBE YOU CAN EXPLAIN IT. WHAT
SHE'S SAYING IS ORANGE COUNTY BELIEVES THAT THE REGIONAL
PLANNING PROCESS SHOULD BE DECENTRALIZED?

MR. GYAK: YES.

MS. MOLINA: THAT DOES NOT MAKE SENSE TO ME.
COULD YOU EXPLAIN THAT TO ME?

MR. GYAK: WELL, I THINK ON THE -- ON THE SECOND
PAGE, I BELIEVE, IN THE LAST PARAGRAPH PROBABLY EXPLAINS
IT. WHAT WE ARE SAYING -- OUR IDEA IS THAT IF YOU HAD AN
INTERACTIVE-TYPE PLANNING APPROACH, SUCH AS WE HAVE HAD
ON THIS -- FOR EXAMPLE, THE SAN JOAQUIN HILLS CORRIDOR.



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1 IN THAT -- AND THAT WAS DONE REALLY AT THAT SUBREGIONAL
2 LEVEL, AND THEN THAT WOULD BE INTEGRATED INTO A REGIONAL
3 PLANNING PROCESS THAT WOULD -- THAT WOULD, YOU KNOW, BE
4 MORE OF A MULTI-COUNTY PROCESS SUCH AS, YOU KNOW, NOW --
5 SUCH AS WITH SCAG.

6 MS. MOLINA: THE LANGUAGE THAT YOU POINTED TO
7 WITH REGARD TO SCAG'S ENERGY AND ENVIRONMENT COMMITTEE,
8 IS THE CRITICISM THERE OF THE ACTION OR THE PROCESS?

9 MR. GYAK: WELL, BOTH. BOTH.

10 MS. MOLINA: THEN WERE THEY THERE?

11 MR. GYAK: PARDON?

12 MS. MOLINA: I MEAN, THE PROCESS PERMITS THEM TO
13 BE THERE TO PROVIDE INPUT, RIGHT?

14 MR. GYAK: CORRECT.

15 MS. MOLINA: SO THEN, I MEAN -- I UNDERSTAND
16 CRITICISM OF THE ACTION, THAT'S ALWAYS FAIR. WHAT I'M
17 CONCERNED ABOUT IS THE CRITICISM OF THE PROCESS BECAUSE
18 ORANGE COUNTY WAS EXCLUDED FROM THAT KIND OF
19 PARTICIPATION -- DISCUSSION.

20 MR. GYAK: NO. BECAUSE WHAT WE FEEL IS THAT THE
21 PLANS DEVELOPED AT A -- AT A SUBREGIONAL LEVEL SUCH AS --
22 SUCH AS THE SAN JOAQUIN HILLS CORRIDOR ARE BEST DEALT
23 WITH AND PLANNED FOR AND DECISIONS MADE AT THAT LEVEL,
24 AND THEN -- AND THEN IT WOULD BE MOST EFFECTIVE IF THEY
25 WERE THEN INTEGRATED INTO A MUCH LARGER SCHEME SUCH AS

1 THE TRANSPORTATION PLAN FOR THE ENTIRE REGION.

2 MS. MOLINA: BUT THIS WAS AT A COMMITTEE LEVEL
3 SO -- I'M NOT UNDERSTANDING YOU. I THINK THE BIGGEST
4 CHALLENGE WE ALL HAD BEFORE WAS UNDERSTANDING REGIONAL
5 PLANNING, AND SO IT HAS TO BE CENTRALIZED, BUT IT HAS TO
6 HAVE COMPONENTS THAT ALL WORK IN SYNC. AND THAT'S WHAT I
7 AM CONCERNED ABOUT.

8 WAS ORANGE COUNTY NOT PRESENT AT THIS
9 COMMITTEE TO SHARE ITS CONCERNS ABOUT THE CORRIDOR?

10 MR. GYAK: THE COUNTY WAS NOT AT THIS MEETING.

11 MS. MOLINA: IS IT BY ACTION OF THE PROCESS OR
12 JUST BY CHOICE?

13 MR. GYAK: I ASSUME IT'S CHOICE.

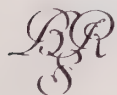
14 MS. MOLINA: THAT'S AN IMPORTANT POINT. IT'S
15 HARD TO UNDERSTAND THIS CONCEPT OR THIS LETTER, BUT IT'S
16 CLEAR TO ME NOW.

17 MR. GYAK: OKAY.

18 CHAIRMAN GRIFFIN: WE HAVE TIM JOHNSON.

19 MR. JOHNSON: MAYBE YOU CAN -- AND I DON'T WANT
20 TO BELABOR THIS, BUT SINCE THIS IS MY LAST MEETING, I
21 THINK I CAN GET AWAY WITH SAYING THIS.

22 I FIND IT BREATHTAKINGLY MISGUIDED TO
23 ASSERT THAT A SUBREGIONAL DISPUTE THAT HAS BEEN GOING ON
24 FOR YEARS IS SOMEHOW THE FAULT OF THE REGIONAL PLANNING
25 AGENCY. COULD YOU CORRECT ME SOMEHOW?



1 MR. GYAK: I DON'T UNDERSTAND YOUR QUESTION.

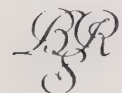
2 MR. JOHNSON: YOU HAVE A DISPUTE AMONG CITIES IN
3 ORANGE COUNTY, AND SOMEHOW IT'S THE FAULT OF THE REGIONAL
4 PLANNING ASSOCIATION?

5 MR. GYAK: WELL, I THINK THE CONCERN IS THAT IT
6 GOT SURFACED IN THE REGIONAL PLANNING AGENCY. IN FACT,
7 AS JERRY INDICATED, THERE ARE, I BELIEVE, EIGHT ENTITIES
8 INVOLVED WITHIN THAT PARTICULAR PLANNING STRUCTURE. AND
9 SO I'M NOT QUITE SURE THAT -- THAT IT'S -- IN OTHER
10 WORDS, THAT THERE IS -- THERE IS ONE ENTITY THAT DOES
11 HAVE SOME CONCERNS, YOU KNOW, WITH THAT PARTICULAR PLAN,
12 AND AT THE SAME TIME THERE ARE EIGHT THAT DO NOT. THE
13 EIGHT ENTITIES THAT COOPERATE -- THAT COOPERATION DID NOT
14 SURFACE AS DID THIS -- AS DID THE ONE CRITICISM.

15 CHAIRMAN GRIFFIN: ALL RIGHT. FURTHER
16 QUESTIONS?

17 OKAY. WE NOW HAVE SKIP WRIGHTSON FROM THE
18 VALLEY INDUSTRY AND COMMERCE ASSOCIATION.

19 MR. WRIGHTSON: GOOD MORNING LADIES AND
20 GENTLEMEN. MY NAME IS SKIP WRIGHTSON. I'M
21 VICE-PRESIDENT OF THE VALLEY INDUSTRY AND COMMERCE
22 ASSOCIATION AND CHAIRMAN OF THE TRANSPORTATION COMMITTEE.
23 VICA IS A -- THAT'S VALLEY INDUSTRY AND COMMERCE
24 ASSOCIATION -- IS A 40-YEAR-OLD NONPROFIT BUSINESS
25 ASSOCIATION BASED IN THE SAN FERNANDO VALLEY. WE



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1 REPRESENT SEVERAL LARGE AND MEDIUM SIZE COMPANIES IN THE
2 VALLEY, SUCH AS LITTON, ROCKETDYNE, ANHEUSER-BUSCH, AUTO
3 CLUB. WE WERE FOUNDED TO DEVELOP PARTS OF THE VALLEY AND
4 ENCOURAGE INDUSTRY INTO IT. AND WE HAVE BEEN WORKING
5 WITH THE RESIDENTS, HOME OWNERS, COMMERCIAL INTERESTS,
6 AND INDUSTRY TO BRING BALANCE IN THE VALLEY.

7 WE HAVE REVIEWED THE AQMP, THE REGIONAL
8 MOBILITY PLAN AND THE GROWTH MANAGEMENT PLAN AS PROPOSED
9 FOR ADOPTION IN MARCH. WE HAVE CONSIDERABLE CONCERNS
10 REGARDING THE LIKELIHOOD OF THESE PLANS WORKING IN
11 CONCERT WITH EACH OTHER BECAUSE OF SEVERAL REALITIES
12 WHICH, WE BELIEVE, NEED TO BE ADDRESSED.

13 OUR SPECIFIC CONCERNS ARE THREE -- AND I'LL
14 JUST SUMMARIZE -- THEY ARE: THE NEED FOR JOB/HOUSING
15 BALANCE TO BE ACHIEVED IN AN SYNERGETIC MANNER.

16 DEVELOPMENT OF SOURCES OF REVENUE TO MEET
17 THIS MULTI-BILLION DOLLAR SHORTFALL.

18 AND THIRD, PRIORITIES SEEM TO BE BIASED IN
19 FAVOR OF THE VERY COSTLY RAPID TRANSIT INFRASTRUCTURE
20 PROJECTS RATHER THAN DIRECTED TOWARD PROJECTS OF MUCH
21 LESS COST WHICH CAN PRODUCE IMMEDIATE BENEFITS.

22 REVIEWING THE TRANSPORTATION DEMAND
23 MANAGEMENT PLAN AND GOALS, VICA QUESTIONS THE FEASIBILITY
24 OF ELIMINATING 3 MILLION DAILY WORK TRIPS THROUGH WORK AT
25 HOME AND TELECOMMUTING AS BEING UNREALISTICLY HIGH.



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1 SECONDLY, BELIEVES THAT THE INCREASES IN
2 RIDE SHARING TO 1.6 MILLION DAILY WORK TRIPS WILL NOT
3 OCCUR UNLESS INCENTIVES ARE ESTABLISHED SUCH AS HIGH
4 OCCUPANCY VEHICLE LANES AND RAMPS OR PARKING CHANGES.

5 AND THIRD, INCREASED TRANSIT USAGE TO 1.4
6 MILLION DAILY WORK TRIPS SEEMS UNREALISTIC IN THE NEAR
7 TERM DUE TO THE LACK OF INFRASTRUCTURE AND LONG TERM
8 CONSTRUCTION NECESSARY TO PROVIDE THE INFRASTRUCTURE.

9 HOWEVER, VICA IS PREPARED TO SUPPORT THESE
10 PLANS AND THEIR GOALS AS WELL AS THE MEANS FOR ACHIEVING
11 THEM, BUT IT'S IMPERATIVE THAT ELECTED GOVERNMENT
12 OFFICIALS ARE WILLING TO BITE-THE-BULLET AND MAKE THE
13 NECESSARY LEGISLATIVE CHANGES REQUIRED TO ACCOMPLISH
14 THESE GOALS AND FUNDING.

15 FOR EXAMPLE, VICA SPECIFICALLY SUPPORTS THE
16 CREATION OF -- AND I'LL SUMMARIZE AGAIN -- FOUR EXAMPLES:

17 HIGH OCCUPANCY VEHICLE LANES ON ALL MAJOR
18 FREEWAY ROUTES.

19 HIGH OCCUPANCY BYPASS ENTRANCE RAMPS AT ALL
20 FREEWAY ENTRANCES.

21 LEGISLATIVE REFORMS TO ENABLE JOB/HOUSING
22 BALANCE, WHICH HAS BEEN MENTIONED HERE. BUT LET ME
23 STRESS: WE'RE TALKING AFFORDABLE HOUSING FOR THE TYPE OF
24 JOBS THAT ARE GENERATED. FOR EXAMPLE, IF AN OFFICE
25 BUILDING IS CREATED, LET'S HAVE COMPLEMENTARY HOUSING FOR

1 THOSE OFFICE WORKERS NOT AT COST LEVELS THAT THEY CANNOT
2 AFFORD.

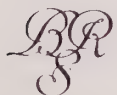
3 THIRD, DEVELOPING FUNDING SOURCES FOR THE
4 IMPLEMENTATION OF THE PLANS. THIS MUST BE A PROACTIVE
5 ACTIVITY BY THE LEGISLATORS AND OTHER GOVERNMENT
6 OFFICIALS IF IT IS TO SUCCEED. SOME SPECIFIC EXAMPLES
7 WOULD BE A REGIONAL GAS TAX, DEVELOPMENT TAXES ON NEW
8 DEVELOPMENTS TO PROVIDE APPROPRIATE REVENUE TO BUILD
9 INFRASTRUCTURE AND FREEWAY ACCESS CHARGES.

10 FINALLY, SYSTEM MANAGEMENT AND DEMAND
11 MANAGEMENT ACTIVITIES DESIGNED TO ENCOURAGE SHIFTING
12 HOURS OF EMPLOYMENT OFF OF PRESENT PEAK PERIODS TO
13 EARLIER START TIMES OR LATER START TIMES.

14 IN SUMMARY, VICA STANDS READY TO GET -- TO
15 ACT AS A PARTICIPANT IN PROVIDING MEANINGFUL NEGOTIATIONS
16 WITH LARGE SAN FERNANDO VALLEY TRAFFIC GENERATORS TO
17 IDENTIFY AND IMPLEMENT CONGESTION REDUCTION CHANGES IN
18 THEIR OPERATION.

19 VICA ALSO STANDS READY TO ASSIST IN PUBLIC
20 EDUCATION AND PROACTIVELY CREATING AN UNDERSTANDING FOR
21 THE NEED FOR ADDITIONAL REVENUES TO PAY FOR THE MOBILITY
22 PLAN AND FOR THE TOUGH ADHERENCE TO THIS SYNERGETIC
23 JOB/HOUSING BALANCE IN ALL FUTURE SCAG REGIONAL MEETINGS,
24 DEVELOPMENT.

25 THANK YOU, AGAIN. IF THERE ARE ANY



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1 QUESTIONS?

2 CHAIRMAN GRIFFIN: ANY QUESTIONS OF SKIP?

3 PARDON ME FOR ROAMING AROUND. I WAS LISTENING.

4 MR. WRIGHTSON: WE HAVE A COPY OF OUR STATEMENT
5 PROVIDED FOR THE STENOGRAPHER, IF THAT'S APPROPRIATE.

6 CHAIRMAN GRIFFIN: IT'S CERTAINLY OKAY.

7 IS THERE ANY OTHER TESTIMONY TO BE GIVEN?
8 IN A MOMENT -- I'LL KEEP THE PUBLIC HEARING OPEN.

9 ALL RIGHT. AT THIS TIME I'D LIKE TO ASK FOR
10 DAVE GRAYSON TO GIVE US AN ADVISORY COUNCIL REPORT.
11 WELCOME, DAVE.

12 MR. GRAYSON: THANK YOU, ALL OF YOU, FOR THIS
13 OPPORTUNITY TO SHARE WITH YOU SOME FURTHER THOUGHTS FROM
14 THE REGIONAL ADVISORY COUNCIL.

15 YOU MAY RECALL THAT JUDITH WESTIN JOHNSON
16 CAME BEFORE THIS COMMITTEE IN JULY LAST YEAR AS THE PLAN
17 WAS IN ITS DEVELOPMENTAL STAGES. AND WE BROUGHT A NUMBER
18 OF RECOMMENDATIONS FROM THE COUNCIL TO YOU, OUR THOUGHTS
19 ABOUT HOW THE PLAN MIGHT BE SHAPED AND SOME SPECIFIC
20 THOUGHTS FOR INCLUSION.

21 AND I WANT TO, FIRST OF ALL, EXPRESS THE
22 COUNCIL'S APPRECIATION FOR THE MANNER IN WHICH THAT PLAN
23 HAS ADDRESSED THE CONCERNS THAT WERE IDENTIFIED BY THE
24 MEMBERS OF THE REGIONAL ADVISORY COUNCIL, ESPECIALLY THE
25 INCORPORATION OF THE FINDINGS CONTAINED IN THE OLYMPIC

1 LEGACY POLICY RECOMMENDATIONS DOCUMENT, WHICH WAS
2 DEVELOPED A COUPLE OF YEARS AGO BY THE REGIONAL ADVISORY
3 COUNCIL WITH THE SUPPORT OF THE SCAG STAFF.

4 HOWEVER, THERE ARE A COUPLE OF MINOR, BUT
5 WE BELIEVE IMPORTANT, ADDITIONAL REVISIONS WHICH WE WOULD
6 LIKE YOU TO CONSIDER TO THE PLAN AS IT STANDS.

7 NUMBER ONE -- AND I THINK NOW YOU ALL HAVE
8 A COPY OF THIS. IT IS IN WRITING, SO I'LL JUST
9 PARAPHRASE -- NUMBER ONE WITH REGARD TO SYSTEM
10 MANAGEMENT. THE TIME FRAME FOR IMPLEMENTING THE
11 REMAINING RAMP METERS AND HIGH OCCUPANCY BYPASS LANES AT
12 THOSE RAMPS CURRENTLY IS NOT SCHEDULED FOR COMPLETION
13 UNTIL THE YEAR 2010. AND WE BELIEVE THAT THAT TIME FRAME
14 SHOULD BE SHORTENED AND COULD EASILY BE SHORTENED. I'M
15 ADVISED THIS MORNING BY JIM GOSNELL THAT SUCH A CHANGE IS
16 ALREADY IN THE PROCESS.

17 THE SECOND IS WITH REGARD TO JOB/HOUSING
18 BALANCE. WE BELIEVE THAT ONE OF THE ACTIONS MOST READILY
19 AVAILABLE TO PUBLIC OFFICIALS IS THE PRIORITIZATION OF
20 CAPITAL EXPENDITURES. WE ALL SET IN MEETINGS REGULARLY
21 WHERE DECISIONS ARE MADE ABOUT CAPITAL EXPENDITURES, AND
22 THAT REVIEWING THESE CAPITAL EXPENDITURES TO DETERMINE
23 THEIR IMPACT UPON JOB/HOUSING BALANCE IS NOT CURRENTLY
24 DONE AS A GENERAL RULE. WE ARE LEANING MORE AND MORE, AS
25 WE MOVE FORWARD, IN THE EVALUATION AND PRIORITIZATION OF



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1 CAPITAL IMPROVEMENTS BY PUBLIC AGENCIES IS HOW TO DO IT
2 BEST.

3 POSSIBLY, AN EXAMPLE OF THE WAY IN WHICH WE
4 ARE REVIEWING IT IS THAT WE REQUIRE ENVIRONMENTAL IMPACT
5 STATEMENTS. BUT MOST RECENTLY WE'VE TAKE ON, AND ARE
6 BEGINNING TO ADD ONTO THAT ENVIRONMENTAL REVIEW PROCESS,
7 A LOOK AT THE SOCIOECONOMIC IMPACTS. OUR THOUGHT HERE IS
8 THAT THOSE PROJECTS ALSO OUGHT TO BE EVALUATED ON THEIR
9 IMPACT UPON JOB/HOUSING BALANCE. THAT IS NOT TO SAY THAT
10 A PROJECT WOULDN'T MOVE FORWARD ON THAT DECISION, BUT
11 THAT THE AGENCIES MAKING THE DECISION WOULD LOOK AT THOSE
12 PROJECTS WITH AN UNDERSTANDING OF HOW THEY WILL IMPACT
13 JOB/HOUSING BALANCE.

14 WE BELIEVE SUCH AN EVALUATION PROCESS WILL
15 ALSO BRING INTO SHARPER FOCUS THE THINKING OF THE PROJECT
16 PROPONENTS ON THIS ISSUE. AND WE WILL CHALLENGE THEM TO
17 POSSIBLY INCORPORATE IN THEIR PROJECT ELEMENTS, WHICH
18 OTHERWISE MIGHT NOT BE INCLUDED, THAT MIGHT HELP US MOVE
19 TOWARDS OUR GOAL OF JOB/HOUSING BALANCE AND SPECIFICALLY
20 REDUCTIONS OF THE COMMUTE TRAVEL.

21 SO THOSE ARE THE TWO THOUGHTS THAT WE HAVE.
22 AT THIS POINT, I'D BE GLAD TO RESPOND TO ANY QUESTIONS.

23 CHAIRMAN GRIFFIN: ANY QUESTIONS OF DAVE
24 GRAYSON?

25 THANK YOU, DAVE. PLEASE EXPRESS TO RAC OUR

1 APPRECIATION FOR THE FINE WORK THAT THEY'RE DOING. ALL
2 RIGHT. AT THIS TIME, THEN, I WILL OFFICIALLY CLOSE THE
3 PUBLIC HEARING.

4 AND I WOULD LIKE TO, AT THIS TIME, CALL FOR
5 THE CHAIRMAN OF THE TCC, AND THAT IS JUDY WRIGHT. JUDY,
6 WE'D LOVE TO HEAR FROM YOU.

7 MS. WRIGHT: THANK YOU. I WILL NOT REPEAT
8 EVERYTHING THAT JIM GOSNELL SAID. IN FACT, HE GAVE ME A
9 CHEAT SHEET THAT ALMOST DOES REPEAT THAT. I'LL TRY TO
10 SUMMARIZE THE FINDINGS OF THE TCC AND ALSO ADD SOME
11 INFORMATION THAT, I THINK, HAS COME UP THIS MORNING.

12 FIRST OF ALL, I THINK THAT ALL OF YOU ARE
13 AWARE THAT SOME OF THE COMMITTEES ARE RATHER SMALL. BUT
14 I THINK TCC, WHILE ITS NUMBERS MAY BE SMALL, IT'S
15 EXTREMELY REPRESENTATIVE OF THE REGION. WE HAVE HAD FIVE
16 COUNTIES REPRESENTED IN ALMOST EVERY MEETING DEALING WITH
17 THIS SUBJECT AND ALSO CALTRANS AND THE AIR RESOURCES
18 BOARD, RTD, AND THE AUTO CLUB. AND UNFORTUNATELY, TO
19 RESPOND TO COUNCILWOMAN MOLINA, ORANGE COUNTY HAS NOT
20 BEEN REPRESENTED MOST OF THE TIME, AND WE HAVE TWO
21 MEMBERS FROM LAGUNA BEACH WHO HAVE NEVER BEEN THERE. SO
22 SINCE I AM NOT REALLY A MEMBER OF THE EXECUTIVE COMMITTEE
23 I CAN SAY THAT.

24 I THINK IT'S UNFORTUNATE THAT THE SAN
25 JOAQUIN CORRIDOR ISSUE CAME UP AT THE LAST MOMENT BECAUSE



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1 IT WASN'T EVER PRESENTED TO THE TCC BEFORE TODAY. BUT I
 2 THINK THERE'S A LARGER ISSUE. YOU KNOW, WE ALL COME FROM
 3 OUR PAROCHIAL CONCERNS TO A REGIONAL BODY AND TRY TO
 4 FORGET THOSE FOR A COUPLE OF HOURS AND LOOK AT THE
 5 REGION. THERE ARE ALL KINDS OF PROJECTS IN OUR SUBREGION
 6 THAT WE MAY BE IN DISAGREEMENT ABOUT, THE 210 FREEWAY AND
 7 THE ONTARIO AIRPORT, ET CETERA, AMONG COMMUNITIES WITHIN
 8 THE REGION.

9 BUT I THINK THAT WE SUPPORT THIS PLAN AND
 10 KNOW THAT EACH PROJECT, WHETHER IT IS THE 210 FREEWAY OR
 11 THE SAN JOAQUIN CORRIDOR, WILL BE LOOKED AT INDIVIDUALLY;
 12 AND, AT THAT TIME, INDICATING MEASURES WILL BE
 13 CONSIDERED. SO I DO NOT THINK WITHOUT THIS GOING BACK TO
 14 THE TCC, THAT THE TCC WOULD APPROVE OF THE ENVIRONMENTAL
 15 COMMITTEE'S ACTION LAST WEEK.

16 I THINK THAT WE HAVE LOOKED VERY CAREFULLY
 17 TO YOUR GUIDANCE; AND, IN FACT, CAME UP WITH THREE
 18 STRATEGIES FOR THE OVERALL REGIONAL MOBILITY PLAN, AND
 19 YOU CAME UP A FOURTH STRATEGY THAT WE HAVE WORKED WITH,
 20 AND IT INCLUDES FOUR ELEMENTS: AS JIM SAID, GROWTH
 21 MANAGEMENT, TRANSPORTATION, DEMAND MANAGEMENT, AND
 22 TRANSPORTATION SYSTEMS MANAGEMENT.

23 AND IN LOOKING AT THESE FOUR STRATEGIES, WE
 24 EXAMINED CAREFULLY HOW WE CAN -- WE KNOW WE HAVE A
 25 CHICKEN-EGG SITUATION. HOW DO YOU ENCOURAGE DEMAND

1 MANAGEMENT? WHAT DO YOU BUILD FIRST, THE TRANSPORTATION
 2 FACILITY? OR DO YOU START WITH THE DEMAND MANAGEMENT?
 3 HOW DO YOU ENCOURAGE JOB/HOUSING BALANCE?

4 AND WE HAVE EXAMINED THIS -- IF YOU'VE READ
 5 OUR MINUTES PRETTY CAREFULLY -- AND I THINK THERE'S STILL
 6 A LOT OF QUESTIONS ON THAT TO BE EXAMINED BY A TASK FORCE
 7 THAT HAS BEEN SUGGESTED.

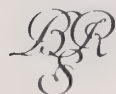
8 WE HAVE COME UP WITH THE STRATEGIES DIVIDED
 9 INTO TWO CATEGORIES:

10 THE CONSTRAINED, WHICH DOES HAVE FUNDING.
 11 AND THE UNCONSTRAINED, WHICH OBVIOUSLY DOES
 12 NOT HAVE FUNDING. AND THERE IS AN APPROPRIATE PROGRAM TO
 13 TRY TO ACHIEVE THE UNCONSTRAINED.

14 THE RAC RECOMMENDATIONS THAT WERE SUGGESTED
 15 TODAY, I THINK, IN CONTENT, THE TCC WOULD HAVE NO PROBLEM
 16 WITH THOSE.

17 I THINK THAT, AGAIN, THE JOB/HOUSING
 18 BALANCE STATEMENT IS JUST PART OF THAT CHICKEN-EGG
 19 SITUATION ABOUT WHAT TO DO FIRST TO ENCOURAGE THAT -- FOR
 20 THAT SOUNDS LIKE A GOOD WAY TO ENCOURAGE THAT.

21 AND JUST IN CLOSING, I WOULD LIKE TO SAY A
 22 COUPLE OF THINGS SINCE I KNOW YOU'RE FAMILIAR WITH THE
 23 PLAN, BUT MAYBE NOT THE THINKING OF HOW WE IMPLEMENT THAT
 24 PLAN. THAT -- I WANT TO SHARE WITH YOU SOMETHING FRANK
 25 HOTCHKISS IS WORKING ON IN OUR AREA, OUR SUBREGION, THAT



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1 I THINK THE PLANS HAVE REALLY CAUSED.

2 THERE ARE ELEVEN COMMUNITIES IN THE INLAND
3 EMPIRE IN AN ORGANIZATION CALLED "CLOUT" (PHONETIC) THAT
4 REALIZES IF THEY DON'T WORK WITHIN THESE PLANS -- THE
5 PLANS ARE GOING TO TELL THEM WHAT TO DO. AND THEY HAVE
6 ORGANIZED TO NOT ONLY LOOK AT THE JOB/HOUSING BALANCE
7 SITUATION IN THE INLAND EMPIRE, BUT ACTUALLY DO A STUDY
8 AT CHAFFEY JR. COLLEGE ON HOW TO RETRAIN WORKERS TO WORK
9 WITHIN THE REGION IN CLEAN INDUSTRY AND IN OTHER WAYS
10 BECAUSE THAT'S REALLY A PART OF THIS. AND I THINK THAT
11 PROBABLY SHOULD BE ADDED TO OUR PLANS THROUGH THE YEARS
12 AS TO HOW WE TRAIN PEOPLE TO WORK IN AN INDUSTRY WE CAN
13 ALL LIVE WITH.

14 AND SO I THINK TO CLOSE, THEN, THE TCC DOES
15 RECOMMEND THE PLAN. WE RECOMMEND THE TASK FORCE TO WORK
16 ON IMPLEMENTATION OF THE PLAN PARTICULARLY IN THE AREA OF
17 DEMAND MANAGEMENT AND JOB/HOUSING. THANK YOU.

18 CHAIRMAN GRIFFIN: JUDY, WE REALLY APPRECIATE
19 THE TREMENDOUS WORK YOU'RE DOING. AND I KNOW THAT THE
20 EXECUTIVE COMMITTEE APPRECIATES YOUR EFFORTS, ENERGY, AND
21 TALENTS THAT YOUR COMMITTEE CERTAINLY CONTRIBUTES TO THIS
22 IMPORTANT WORK.

23 ANY QUESTIONS OF JUDY?

24 OKAY. AT THIS TIME, THEN, I'D LIKE TO CALL
25 UPON PAUL HATANAKA TO RESPOND -- TO GIVE US A STAFF

1 REVIEW AND ANY COMMENTS RELATIVE TO TESTIMONY IN THE
2 ISSUES. AND I THINK MAYBE WE WILL DO THIS IN ORDER.
3 FIRST, THE GMP. THEN -- SO WE -- NOW WE ARE FOCUSING ON
4 THE DISCUSSION OF THE GMP.

5 PAUL, PLEASE PROCEED.

6 MR. HATANAKA: THANK YOU, MR. PRESIDENT, AND
7 MEMBERS OF THE EXECUTIVE COMMITTEE. YOUR STAFF HAS BEEN
8 FRANTICALLY RUNNING AROUND COMPILING ALL THE LETTER
9 RESPONSES AND RESPONDING TO ALL THE LETTERS. WE RECEIVED
10 ONE THIS MORNING, WHICH WE WILL BE PASSING OUT TO YOU
11 SHORTLY CONCERNING THE GROWTH MANAGEMENT PLAN.

12 DURING THE PERIOD SINCE THE DECEMBER 15TH
13 EXTENSION OF THIS PLAN REVIEW, WE RECEIVED ABOUT 12
14 LETTERS, HALF OF THEM COMING TO US LATE IN THE PROCESS
15 AND MOST RECENTLY ONLY ONE LETTER CAME IN ABOUT A DAY
16 AGO. IN TERMS OF OUR REVIEW OF THE SUBSTANCE OF THE
17 LETTERS, MANY OF THE COMMENTS WERE DIRECTED TO THE
18 IMPLEMENTATION ISSUES CONCERNING THE JOB/HOUSING BALANCE
19 AND THE GROWTH MANAGEMENT PLAN. WE'VE RESPONDED TO EACH
20 OF THE COMMENTS, AND THEY ARE SUBMITTED TO YOU IN THE
21 PINK-COVERED REPORT WHICH -- EXCUSE ME -- THIS DOCUMENT
22 REPRESENTS THE FINAL ENVIRONMENTAL IMPACT REPORT. IT
23 CONTAINS ALL OF THE STAFF RESPONSES TO ALL OF THE LETTERS
24 RECEIVED THUS FAR.

25 IN ADDITION, WE DID HAVE A HANDOUT THIS



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MORNING THAT INCLUDES ONE ADDITIONAL LETTER THAT WAS RECEIVED YESTERDAY; AND, AS I MENTIONED, WE RECEIVED A LATE LETTER THIS MORNING FROM THE SIERRA CLUB, THE L.A. CHAPTER. AND OUR STAFF IS PREPARED TO RESPOND TO THEM AND READ OUR STAFF RESPONSES INTO THE RECORD THIS MORNING.

SO WITH THAT, I'D LIKE TO CALL UPON VIVIAN DOCHE TO RESPOND SPECIFICALLY TO THOSE ISSUES.

CHAIRMAN GRIFFIN: ALL RIGHT. WILL YOU PLEASE NOTE IN THE RECORD THAT THESE LETTERS HAVE BEEN RECEIVED AND FILED?

MR. HATANAKA: AND I DO WANT TO EMPHASIZE TO THE EXECUTIVE COMMITTEE THAT NONE OF THE COMMENTS THAT WE'VE RECEIVED, IN STAFF'S JUDGMENT, IMPACT THE PLANS, THE FINDINGS OF THE FINAL ENVIRONMENT IMPACT REPORTS NOR THE CONCLUSIONS OF THE EIR IN OUR FINDINGS.

MS. DOCHE: GOOD MORNING. I AM VIVIAN DOCHE-BOULOS WITH THE GROWTH MANAGEMENT PLAN.

WE ALREADY HAVE RECEIVED A LETTER FROM MR. STEVEN KAUFMAN FROM THE SIERRA CLUB, AND IT ADDRESSES MOST OF THE COMMENTS THAT ARE FOUND IN THE LETTER WE RECEIVED TODAY. WE HAVE RESPONDED TO THOSE COMMENTS, AND THE RESPONSES ARE IN THE PACKAGE YOU HAVE.

THERE IS ONLY ONE AREA THAT IS A NEW ISSUE THAT WAS RAISED, AND IT'S IN REGARD TO THE MONITORING

PROCESS. IT IS SUGGESTED IN THIS LETTER THAT INSTEAD OF WAITING FIVE YEARS TO REEVALUATE ACHIEVEMENT OF PROGRESS TOWARD JOB/HOUSING BALANCE, THAT THIS BE DONE ON A YEARLY BASIS.

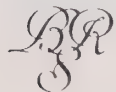
THE RESPONSE OF STAFF WOULD BE, FIRST, THAT THE MONITORING PROCESS WILL PROVIDE FEEDBACK TO THE IMPLEMENTING AGENCIES. WE DO HAVE MECHANISMS SUCH AS AB-95 AND THE RTP WHICH WILL PROVIDE OR INFLUENCE THE IMPLEMENTATION OF THE JOB/HOUSING BALANCE. BUT WE ALSO WOULD LIKE TO ADD THAT THE STAFF FEELS THAT A YEAR IS TOO SHORT A TIME FOR THE IMPLEMENTATION TO SHOW ANY RESULT, AND ENFORCEMENT OF AN IMPLEMENTATION OF ANY MEASURE REQUIRES A LITTLE MORE TIME TO PRODUCE ANY TANGIBLE MEASURABLE RESULTS.

MOST OF THE COMMENTS, AS I SAID BEFORE, HAVE ALREADY BEEN ADDRESSED.

THE LETTER I HAVE HERE COMMENDS US FOR CHANGES ALREADY MADE IN RESPONSE TO PREVIOUS COMMENTS RECEIVED FROM THE SIERRA CLUB. SO THIS IS VERY BRIEFLY WHAT THE LETTER IS AND OUR RESPONSE.

CHAIRMAN GRIFFIN: THANK YOU. ANY QUESTIONS OF VIVIAN? THANK YOU, VIVIAN.

MR. HATANAKA: I BELIEVE THERE WERE SOME ENVIRONMENTAL IMPACT COMMENTS AS WELL, AND OUR CONSULTANT, IRA SALATAN WITH JONES AND STOKES IS



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1 AVAILABLE TO COMMENT ON THOSE AS WELL.

2 MR. SALATAN: THANK YOU. I'LL JUST BE
3 RESPONDING TO THOSE FEW COMMENTS FROM SIERRA CLUB THAT
4 REFER TO FINDINGS THAT ARE RELATED TO THE DRAFT, EIR,
5 THAT WE PREPARED FOR SCAG. THE COMMENTS DEAL WITH TWO
6 ISSUE AREAS. THE FIRST BEING SOLID WASTE, AND THE SECOND
7 BEING BIOLOGICAL IMPACTS IN THE REGION.

8 THE TWO COMMENTS ADDRESSING SOLID WASTE,
9 ONE EXPRESSES A CONCERN THAT THERE MAY BE A PREFERENCE
10 FOR EXPANDING EXISTING LANDFILLS OR DEVELOPING NEW
11 LANDFILLS BEFORE EXPLORING OPTIONS SUCH AS RECYCLING,
12 REUSE, AND RESOURCE RECOVERY PROGRAMS. THAT'S NOT OUR
13 INTENTION. WE SIMPLY LISTED THE MITIGATION MEASURES.
14 AND I JUST WANTED TO CLARIFY THAT A -- NO PRIORITY ORDER
15 IS IMPLIED IN THE LISTING. THE FACT THAT A MEASURE IS
16 LISTED THIRD, DOESN'T INDICATE THAT IT'S LESS IMPORTANT
17 THAN THOSE LISTED BEFORE IT. AND I THINK THE LANGUAGE OF
18 THE DRAFT DOCUMENT IN THE FINDING DOESN'T SUGGEST
19 ANYTHING TO THAT EFFECT.

20 ALSO THE SIERRA CLUB WANTS TO MAKE IT
21 CLEAR, AND WE REALIZE THIS, THAT THE REGIONAL WASTE
22 MANAGEMENT PLANS MAY HAVE BEEN DEVELOPED OR PREPARED BUT
23 HAVE NOT, NECESSARILY, BEEN ADOPTED. AND, AGAIN, I
24 LOOKED AT THE DRAFT, EIR, AND THAT'S NOT SUGGESTED, SO I
25 DON'T THINK THERE'S ANY INCONSISTENCY THERE.

1 THE COMMENTS DEALING WITH BIOLOGICAL
2 IMPACTS. THE QUESTION IS RAISED AS TO WHETHER PROTECTION
3 OF SIGNIFICANT HABITATS, WHICH IS MENTIONED AS A
4 MITIGATION MEASURE, WOULD INCLUDE ALL SUCH AREAS IN LOS
5 ANGELES COUNTY. AND, INDEED, IT WOULD. ALSO THE OTHER
6 COMMENTS ON BIOLOGICAL IMPACTS ESSENTIALLY SUPPORT
7 MITIGATION MEASURES THAT ARE IDENTIFIED IN THE DRAFT,
8 EIR, AND ARE INCLUDED IN THE FINDINGS, AND THEY URGE THAT
9 THOSE MEASURES BE IMPLEMENTED.

10 I THINK THE LANGUAGE IS CONSISTENT. IT
11 ENCOURAGES LOCAL JURISDICTIONS TO CONSIDER POLICIES WHICH
12 WOULD PROTECT HABITATS AGAINST FRAGMENTATION OR LOSS OF
13 SUCH HABITATS. SO I THINK THEY ARE ESSENTIALLY
14 SUPPORTING MITIGATIONS THAT ARE PROPOSED IN THE EIR.

15 THOSE ARE MY RESPONSES TO THE RELEVANT
16 COMMENTS ON THE FINDINGS.

17 CHAIRMAN GRIFFIN: ANY QUESTIONS? THANK YOU
18 VERY MUCH.

19 MR. HATANAKA: THAT CONCLUDES OUR REPORT TO THE
20 EXECUTIVE COMMITTEE THIS MORNING.

21 CHAIRMAN GRIFFIN: ANY FURTHER COMMENTS OF STAFF
22 ON THE GMP? ALL RIGHT. AT THIS TIME WE ARE OPEN FOR
23 DISCUSSION.

24 AS YOU SAW IN YOUR PACKETS, YOU HAVE TWO
25 RECOMMENDED RESOLUTIONS: ONE DEALING WITH THE



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CERIFICATION OF THE EIR, AND THE SECOND WHICH WOULD DEAL
WITH THE SUBSTANCE OF THE ADOPTION OF THE GMP.

WE'RE OPEN FOR DISCUSSION. WHAT IS YOUR
PLEASURE?

MS. REED: I JUST WANT TO MAKE ONE COMMENT FOR
THE ENVIRONMENT AND ENERGY COMMITTEE ON THIS FREEWAY
DELETION BUSINESS. I DON'T BELIEVE THAT COMMITTEE WOULD
MAKE A RECOMMENDATION IF THE PLAN HAD LEGALLY -- IF WE
HAD BEEN LEGALLY REQUIRED TO ADOPT IT TODAY. BUT THEY
ENTERTAINED THE MOTION AND MADE THE RECOMMENDATION
KNOWING THAT THERE WOULD BE PLENTY OF TIME TO ANALYZE
THEIR RECOMMENDATION IF THE COMMITTEE CHOSE TO DO IT. I
WANT TO SET THAT CONTEXT FOR YOU.

THE CITY OF LAGUNA BEACH ARE FULL
PARTICIPANTS IN THE ENERGY AND ENVIRONMENT COMMITTEE. IN
FACT, THEIR MAYOR IS CHAIRING PRESENTLY. AND AS LONG AS
I'VE BEEN A MEMBER OF THAT COMMITTEE -- IT'S BEEN A LONG
TIME THAT I'VE BEEN A MEMBER, MORE THAN 10 YEARS -- IT'S
BEEN A LONG TIME SINCE ANY CITY IN ORANGE COUNTY OR THE
COUNTY ITSELF HAS EVER PARTICIPATED IN THAT PARTICULAR
COMMITTEE.

COMMITTEE MEMBERS RESPONDED ONLY FROM THE
ENVIRONMENTAL STANDPOINT AND DID NOT HAVE ANY
TRANSPORTATION INFORMATION BEFORE IT AND FELT, I THINK,
THAT THEY WOULD GET THAT INFORMATION -- IF THE EXECUTIVE

COMMITTEE HAS ANY MERIT -- AND I THINK THAT WE WOULD
ESSENTIALLY GET BOTH SIDES OF THE STORY. AND I THINK THE
COMMITTEE HAS BEEN DISPARAGED UNDULY. AND I WANTED TO
DEFEND IT A LITTLE AS A FORMER CHAIR OF THAT COMMITTEE
AND A PERSON WHO WAS PRESENT AT THE DISCUSSION.

CHAIRMAN GRIFFIN: JUST A QUICK COMMENT. THAT
PARTICULAR ISSUE IS RELATIVE TO THE RMP, REGIONAL
MOBILITY PLAN. I, TOO, WOULD LIKE TO MAKE A COUPLE OF
COMMENTS, BUT I'D LIKE TO RESERVE THE COMMENTS UNTIL WE
GO OVER THE PARTICULAR REGIONAL MOBILITY PLAN WITH REGARD
TO THAT SPECIFIC POINT.

MR. GOSNELL: I JUST HAVE ONE PARTICULAR
QUESTION. HAVE YOU CLOSED THE PUBLIC HEARING?

CHAIRMAN GRIFFIN: PUBLIC HEARING IS CLOSED.

MR. WAGNER: I'D LIKE TO ADDRESS, FIRST OF ALL,
THE RECOMMENDATIONS OF THE RAC. I THINK THESE ARE --
THESE ARE, BASICALLY, YOU KNOW, VERY GOOD RECOMMENDATIONS
AND DO US A REAL SERVICE IN TERMS OF POINTING OUT WHERE
THE RAC BELIEVES WE CAN DO SOME THINGS MOST EFFECTIVELY
IN THIS AMENDED PLAN. BUT I DON'T -- I THINK THAT WHAT
THESE ITEMS ADDRESS, ALONG WITH BASICALLY A LOT OF THE
OTHER LETTERS, ARE ISSUES OF IMPLEMENTATION. AND I DON'T
THINK WE REALLY NEED TO MODIFY THE PLAN TO DEAL DIRECTLY
WITH THOSE KINDS OF ISSUES.

BASICALLY, THOSE KINDS OF THINGS, AND WHAT



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1 THEY'RE POINTING OUT HERE, ARE REALLY WHAT IS GOING TO BE
 2 EVOLVING IN THE SHORT TERM AS WE START LOOKING AT THE
 3 PLAN; LOOKING AT THE ISSUES OF REALLY HOW TO IMPLEMENT
 4 SOME OF THE SUGGESTIONS IN MORE DETAIL AND WHAT AREAS TO
 5 PUT MORE EMPHASIS ON. AND EVEN TO TALK IN A MUCH MORE
 6 BROADER SENSE, TO TALK ABOUT LOOKING AT SPECIFIC AREAS OF
 7 LEGISLATION THAT MIGHT HAVE TO BE CHANGED IN ORDER TO
 8 BRING ABOUT THE IMPLEMENTATION.

9 SO I THINK ON THAT BASIS, IT SEEMS TO ME,
 10 THAT ALL WE NEED TO DO IS ACKNOWLEDGE THESE LETTERS AND
 11 MAKE THEM A PART OF THE RECORD SO THAT THE
 12 RECOMMENDATIONS ARE NOT LOST, AND THEN GO AHEAD AND
 13 PROCEED WITH IMPLEMENTATION OF THE PLAN ITSELF. AND JUST
 14 SO WE CAN START ON SOMETHING SPECIFIC, I WOULD LIKE TO
 15 MAKE A MOTION THAT WE DO THAT. SPECIFICALLY, I WOULD
 16 MOVE THEN THAT WE -- DO YOU WANT TO SAY "THE RESOLUTION"?

17 MR. LENNARD: MR. PRESIDENT.

18 CHAIRMAN GRIFFIN: ON PAGE 16, ELMER, IS THE EIR
 19 RESOLUTION, WHICH YOU WOULD WANT TO CONSIDER PRIOR TO THE
 20 OTHER.

21 MR. WAGNER: RIGHT. WHAT I WOULD LIKE TO -- YOU
 22 WANT TO MAKE AND ACCEPT THE MOTION?

23 MR. LENNARD: I CAN READ THE TITLE OF THE
 24 RESOLUTION SINCE WE'RE ADOPTING A FORMAL PLAN.

25 MR. WAGNER: OKAY. NOW, I WOULD LIKE TO KNOW

1 THE LETTERS THAT WE'VE GOTTEN, ARE THEY INCLUDED IN THE
 2 RESOLUTION?

3 MR. LENNARD: THEY'RE ALL PART OF THE RECORD.
 4 THEY ARE ALL PART OF THE RECORD.

5 MR. WAGNER: OKAY. THEN I WOULD MOVE, THEN,
 6 THAT WE ADOPT --

7 MR. LENNARD: DO YOU WANT ME TO READ THE TITLE
 8 OF THE RESOLUTION?

9 CHAIRMAN GRIFFIN: LET HIM MAKE THE MOTION. SEE
 10 WHAT HE WANTS TO DO.

11 MR. WAGNER: WELL, I MOVE THAT WE ADOPT THE
 12 RESOLUTION CERTIFYING THE FINAL GMP EIR.

13 CHAIRMAN GRIFFIN: ALL RIGHT. WE WOULD ASK THAT
 14 THAT BE READ BY TITLE ONLY, AND I WOULD LIKE TO ASK OUR
 15 LEGAL COUNSEL TO READ BY TITLE ONLY.

16 MR. LENNARD: I'LL READ THE TITLE, AND THEN
 17 YOU'LL NEED ANOTHER MOTION WAIVING THE READING OF THE
 18 RESOLUTION.

19 THE RESOLUTION OF THE SOUTHERN CALIFORNIA
 20 ASSOCIATION OF GOVERNMENTS FOR CERIFICATION OF THE FINAL
 21 ENVIRONMENTAL IMPACT REPORT PREPARED FOR THE 1988 GROWTH
 22 MANAGEMENT PLAN. THEN YOU'LL NEED A MOTION --

23 UNIDENTIFIED SPEAKER: -- MOVE TO WAIVE FURTHER
 24 READING.

25 CHAIRMAN GRIFFIN: A WAIVE AND A SECOND.



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1 ALL RIGHT. SO YOU COMPLETED THAT. ANY
2 DISCUSSION ON THE RESOLUTION FOR EIR CERTIFICATION?

3 MR. JOHNSON: WE HAVE TO VOTE ON WAIVING FURTHER
4 READING FIRST?

5 CHAIRMAN GRIFFIN: YEAH.

6 MR. LENNARD: NO. IT'S WAIVED AND ADOPTED AT THE
7 SAME TIME.

8 CHAIRMAN GRIFFIN: OKAY.

9 MR. WALKER: I JUST WANT TO CLARIFY THAT CONCERN
10 ABOUT THE SUBSTANCE OF THE PLAN.

11 CHAIRMAN GRIFFIN: ALL RIGHT. WAS THERE ANYBODY
12 ON THIS SIDE -- ANYBODY ELSE ON THE CERIFICATION OF THE
13 EIR?

14 ALL RIGHT. WE'LL THEN HAVE A ROLL CALL
15 WITH REGARD TO THE CERIFICATION OF THE EIR, AND COULD WE
16 HAVE OUR SECRETARY OR SOMEBODY FROM STAFF THAT CAN HELP
17 ME?

18 ALL RIGHT. I WOULD LIKE TO DO THIS BY ROLL
19 CALL, PLEASE.

20 MR. MORET: I WILL DO IT.

21 COUNCILWOMAN JUDY NIEBURGER.

22 MS. NIEBURGER: AYE.

23 MR. MORET: COUNCILMAN JOHN MELTON.

24 MR. MELTON: YES.

25 MR. MORET: COUNCILMAN SMITH.

1 MR. SMITH: AYE.

2 MR. MORET: COUNCILMEMBER JUDY WRIGHT.

3 MS. WRIGHT: NO. NO.

4 CHAIRMAN GRIFFIN: NO. NO. SHE'S NOT VOTING.

5 MR. MORET: COUNCILMEMBER BOB WAGNER.

6 MR. WAGNER: AYE.

7 MR. MORET: COUNCILMEMBER TIM JOHNSON.

8 MR. JOHNSON: AYE.

9 MR. MORET: COUNCILMEMBER ELMER DIGNEO.

10 MR. DIGNEO: AYE.

11 MR. MORET: COUNCILMEMBER PEGGY SARTOR.

12 MS. SARTOR: SINCE ELMER AND I -- I WILL

13 ABSTAIN.

14 MR. MORET: OKAY. SUPERVISOR WALKER.

15 MR. WALKER: AM I STILL VOTING AS AN ALTERNATE?

16 CHAIRMAN GRIFFIN: HE IS THE IMMEDIATE PAST
17 PRESIDENT AND HAS A VOTE. SO YOU ARE AN OFFICIAL
18 DESIGNATED AT THIS TIME.

19 MR. MORET: COUNCILMEMBER GLORIA MOLINA.

20 MS. MOLINA: AYE.

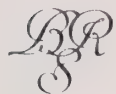
21 MR. MORET: SUPERVISOR MIKELS.

22 MR. MIKELS: AYE.

23 MR. MORET: COUNCILMEMBER REED.

24 MS. REED: YES.

25 MR. MORET: MARK PISANO.



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MR. PISANO: YES.

CHAIRMAN GRIFFIN: ALL RIGHT. WE HAVE APPROVED OR CERTIFIED THE EIR.

THE SECOND MOTION, THAT IS, TO IDENTIFY STAFF IS FOUND ON PAGE 18 AND DEALS WITH THE SUBSTANCE OF THE GROWTH MANAGEMENT PLAN AND IS OPEN FOR DISCUSSION.

MR. JOHNSON: I MOVE STAFF RECOMMENDATION.

MR. WAGNER: SECOND.

CHAIRMAN GRIFFIN: MOTION AND SECOND.

GLORIA, THEN JUDY.

MS. MOLINA: BECAUSE ALL THESE PLANS ARE INTERRELATED ALONG WITH THE AQMP PLAN, IS THERE -- I'M NOT SURE -- AS FAR AS PLANNING INTO THESE AREAS, SHOULD WE WAIT TO DO IT ALL TOGETHER OR -- BECAUSE WE ARE GOING TO BE VOTING ON ANOTHER PLAN THE 17TH?

CHAIRMAN GRIFFIN: THE 17TH, WE WOULD DEAL WITH THE GMP.

MS. MOLINA: I'M JUST READING -- AS I GO THROUGH ALL OF THIS -- IN READING IT ALL, IT TALKS ABOUT THEM BEING SO INTERRELATED.

CHAIRMAN GRIFFIN: MARK, YOU MIGHT WANT TO ADDRESS THAT.

MR. PISANO: COUNCILWOMAN MOLINA, YOUR LAST QUESTION RELATES TO MY COMMENTS AT THE VERY BEGINNING OF THE MEETING. ON MARCH 17TH, WHAT WE WILL BE DOING IS --

AS A COMMITTEE -- IS DECIDING WHAT PORTIONS OF THE GROWTH PLAN, WHAT PORTIONS OF THE MOBILITY PLAN, AND THEN THERE'S SOME OTHER AREAS WHERE LOCAL GOVERNMENT HAS RESPONSIBILITY LIKE ENERGY CONSERVATION. WE WILL BE DETERMINING WHAT INTEGRATED PORTIONS OF THOSE PLANS SHOULD BE A PART OF THE AIR QUALITY PLAN.

THE ACTION TODAY IS WHAT IS THE BASE PLAN FOR GROWTH MANAGEMENT FOR THE REGION? AND WHAT IS BASE PLAN FOR MOBILITY FOR THE REGION? AND THE GROWTH PLAN IS A PIECE OF THE MOBILITY PLAN, IT'S ALSO -- WE WILL DECIDE AT THAT LATER DATE WHAT PORTION WE BRING INTO AIR PLAN. THE GROWTH PLAN ALSO SERVES A NUMBER OF OTHER PURPOSES ASIDE FROM AIR QUALITY, SO THE DECISION TODAY IS WHAT'S THE EXECUTIVE COMMITTEE'S POSITION ON THE OVERALL GROWTH MANAGEMENT?

THE DECISION BEFORE THE BOARD RIGHT NOW IS WHAT IS THE EXECUTIVE COMMITTEE'S POSITION ON THIS PLAN?

MS. MOLINA: I UNDERSTAND THAT. BUT I DON'T THINK THE RESOLUTION SAYS THAT, DOES IT?

MR. LENNARD: IT DOESN'T -- IT DOESN'T HAVE TO FOR TODAY'S PURPOSE, SINCE YOU'LL BE TAKING ANOTHER ACTION WHEN YOU CONSIDER THE ADOPTION OF AQMP. YOU'LL GET INTO A LOT OF THE COMPLEXITIES IF YOU LEAVE THIS ADOPTION TO THE SAME TIME AS THE ADOPTION OF AQMP.

CHAIRMAN GRIFFIN: JUDY NIEBURGER.



1 MS. NIEBURGER: THERE WAS QUITE A POINT MADE IN
2 THE VERY BEGINNING THAT WE WERE GOING TO USE JOB/HOUSING
3 RATIOS RATHER THAN -- NOW THERE ARE TWO DIFFERENT PAGES
4 AND THEY HAVE TWO DIFFERENT NUMBERS -- THIS ONE HAS ONE
5 SET OF NUMBERS AND THEN YOU GO TO -- I IMAGINE, THIS
6 NEEDS TO BE REVISED. I WAS ON PAGE -- I GUESS, THAT WAS
7 90. AND THEN IF YOU GO BACK TO PAGE 90 -- I THINK THESE
8 ARE REVISIONS -- THERE ARE DIFFERENCES IN THE NUMBER, AND
9 I WAS JUST ASKING WHICH RATIO WE WERE ACTUALLY ADOPTING.

10 CHAIRMAN GRIFFIN: STAFF?

11 MR. SHERWOOD: THE ONES THAT WE ARE RECOMMENDING
12 TO BE ADOPTED ARE THE REVISED ONES ON PAGES -- I CAN'T
13 READ -- 109, 105 -- PAGE 6-14. IT'S THE LATER ONES,
14 JUDY.

15 MS. NIEBURGER: IS THAT BASICALLY WHAT IS ON
16 PAGE 99?

17 MR. SHERWOOD: RIGHT. RIGHT.

18 MS. NIEBURGER: TWO OTHER THINGS. ON HERE ON
19 PAGE 119, IT'S TALKING ABOUT THAT IF JURISDICTIONS WISH
20 TO APPROVE PROJECTS THAT DO NOT NEED CONFORMANCE, THAT
21 CONDITIONAL PERMITS MIGHT BE REQUIRED.

22 NOW MY QUESTION IS, WHO WOULD ISSUE THE
23 CONDITIONAL PERMITS? AND WHO MAKES THAT JUDGMENT? DOES
24 THAT COME BEFORE SCAG TO DO THAT?

25 MR. SHERWOOD: NO, THAT IS THE LOCAL

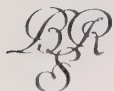
1 JURISDICTIONS. WE'RE MAKING SUGGESTIONS HERE AS TO WHAT
2 LOCAL JURISDICTIONS MAY WANT TO DO WITH THE POLICY.

3 MS. NIEBURGER: SO THAT WOULD BE UP TO THEM TO
4 DECIDE WHAT THE CONDITIONAL PERMITS WOULD BE FOR THEIR
5 OWN JURISDICTIONS?

6 MR. SHERWOOD: RIGHT.

7 MS. NIEBURGER: OKAY. THEN JUST A FINAL ONE IS
8 THAT WE WERE TALKING ABOUT LOCAL JURISDICTION'S ADOPTION
9 OF MEASURES AND ORDINANCES FOR JOB/HOUSING BALANCE
10 TARGETED FOR JANUARY 1, 1990. AND MY QUESTION ON THAT
11 IS, IS THAT REALISTIC? BECAUSE I THINK THE PLAN, AS A
12 WHOLE, HAS A LOT OF SUBSTANCE AND MERIT TO IT. I WOULD
13 ALMOST GUARANTEE YOU THAT 95 PERCENT OF THE JURISDICTIONS
14 THAT WOULD BE AFFECTED BY IT, HAVE NOT READ IT NOR DO
15 THEY UNDERSTAND IT. PROBABLY SOME OF THEM WON'T BUY INTO
16 IT ANYWAY. SO HOW DO WE IMPLEMENT ANYTHING BY 1990?
17 JANUARY 1ST OF 1990? YOU'RE ONLY TALKING ABOUT ELEVEN
18 MONTHS AWAY. DOES THAT MEAN AN EDUCATION PROGRAM, A
19 PROGRAM TO GET -- EXCUSE ME -- JURISDICTIONS TO BUY INTO
20 IT? AND IS THAT REALLY REALISTIC?

21 MR. SHERWOOD: I GUESS IT'S FOR YOU TO DETERMINE
22 HOW REALISTIC IT IS. IT IS STAFF'S PROPOSAL THAT WE TRY
23 TO GET THAT TO MAKE A MAJOR EFFORT OF EDUCATION AND
24 INFORMING LOCAL GOVERNMENTS WHAT REGIONAL POLICY WE ARE
25 ADOPTING. I THINK THAT IS ONE OF THE RELEVANT ISSUES AT



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1 THE MARCH 17TH MEETING ON THE AIR QUALITY PLAN. SINCE
2 THIS IS SCHEDULED TO COMPLY WITH THE AIR QUALITY PLAN
3 SCHEDULE, THAT IS AN ISSUE THAT REALLY NEEDS TO BE
4 DISCUSSED, I THINK, FURTHER WHEN YOU DISCUSS THE AIR
5 QUALITY PLAN.

6 MS. NIEBURGER: SO THAT IS MARCH? AT THAT
7 POINT, I AM JUST WONDERING -- BECAUSE I KNOW IN MY OWN
8 CITY YOU SEND OUT A FORM LIKE THIS, AND I WOULD PROBABLY
9 BE THE ONLY ONE WHO WOULD LOOK AT IT AND NOBODY ELSE
10 WOULD, SO THEY DON'T -- THE REST OF MY COUNCILMEMBERS
11 DON'T UNDERSTAND IT.

12 HOW ARE WE GOING TO DO AN OUTREACH PROGRAM
13 TO OTHER JURISDICTIONS, TO OTHER CITIES SO THAT THEY KNOW
14 WHAT THE PLAN IS? IS SCAG PLANNING ANYTHING LIKE THAT?
15 THAT WE ACTUALLY GET INTO REGIONS AND SUBREGIONS, AND
16 THEN MAYBE HAVE MEETINGS FOR INDIVIDUAL SUBGROUPS, YOU
17 KNOW, SMALLER MEETING-TYPE THINGS? I DON'T KNOW. I
18 DON'T KNOW HOW YOU DO IT. I DON'T KNOW REALLY HOW THAT
19 IS GOING TO BE IMPLEMENTED.

20 THAT'S BEEN MY QUESTION FROM DAY ONE. THAT
21 WE CAN PROPOSE ALL SORTS OF LOFTY GOALS, BUT HOW DO YOU
22 GET PEOPLE TO BUY INTO IT ESPECIALLY WHEN THEY DON'T KNOW
23 AND UNDERSTAND IT?

24 MR. SHERWOOD: I'D LIKE TO SAY, ONE, STAFF IS
25 PROPOSING A MAJOR EFFORT. SECOND, THE TASK FORCE, THAT

1 HAS BEEN PROPOSED. AND AT THE MARCH MEETING, GROWTH
2 MANAGEMENT AND TRANSPORTATION MEASURES WILL, HOPEFULLY,
3 HELP US TO SOLVE THE ISSUE JUST RAISED. AND I THINK I'D
4 ASK GIL SMITH TO TALK ABOUT WHAT OUR OWN PROGRAM IS AS
5 FAR AS OUTREACH TO JURISDICTIONS OVER THE NEXT FEW
6 MONTHS.

7 MS. NIEBURGER: CAN I JUST ASK --

8 CHAIRMAN GRIFFIN: SURE. MARK WOULD LIKE TO
9 RESPOND TO YOU --

10 MS. NIEBURGER: YOU'RE ALSO ASKING THAT THE
11 LOCAL JURISDICTIONS ACTUALLY ADOPT MEASURES TO DO THIS?
12 WE'RE TARGETING THAT --

13 MR. SHERWOOD: IT'S A TARGET --

14 MS. NIEBURGER: BUT KNOWING HOW LOCAL GOVERNMENT
15 TAKES SO MUCH TIME TO DO THINGS, YOU'RE TALKING ABOUT A
16 MAJOR PROPOSAL FOR SOME -- FOR CITY GOVERNMENT, AND I
17 DON'T THINK THEY'RE GOING TO BE READY TO GIVE YOU ANY
18 KIND OF AN ORDINANCE. I KNOW OUR CITY, PROBABLY THEY
19 WOULD HAVE TO HAVE A TASK FORCE OR A COMMITTEE TO DECIDE
20 WHAT THEY WERE GOING TO DO AND WHAT THEY WEREN'T GOING TO
21 DO. I DON'T SEE AN ORDINANCE COMING AS OF JANUARY 1ST.
22 I GUESS, THAT'S MY PROBLEM. I KNOW HOW SLOW GOVERNMENT
23 WORKS, AND IT DOESN'T WORK THAT FAST.

24 CHAIRMAN GRIFFIN: OKAY. MARK, WOULD YOU LIKE
25 TO BE ABLE TO MAKE A RECOMMENDATION OR RESPONSE?



MR. PISANO: I THINK -- THE ISSUE THAT COUNCILWOMAN NIEBURGER HAS RAISED IS, IN FACT, A QUESTION OF WHAT -- THE MILESTONE THAT LOCAL GOVERNMENT WILL BE REQUIRED TO ACT ON IS A WHOLE SERIES OF ISSUES, WE SPECIFIED AS ONE YEAR FROM THE DATE OF ADOPTION.

THE QUESTION THE COUNCILMEMBER IS RAISING IS: GIVEN THE FACT THAT WE HAVE DELAYED ADOPTION OF THE PLAN, ERGO THE TIME WE SEND A SIGNAL TO LOCAL GOVERNMENT TO BEGIN ACTIVITY, THERE HAS BEEN A 3-MONTH DELAY. I INTERPRETED THE COMMENT TO READ THAT THERE BE A MODIFICATION OF THE MILESTONES IN THE PLAN, I THINK THAT IS FUNDAMENTALLY THE ISSUE.

LET ME JUST NOTE THAT WE HAVE NOT RAISED THE ISSUE WITH THE DISTRICT. I THINK THE TIME PERIOD WHEN THIS PARTICULAR ISSUE COULD BE ADDRESSED FOR AIR QUALITY PURPOSES, WHERE THERE COULD BE A REQUIREMENT FOR ACTIVITY, WOULD BE WHEN THE AIR QUALITY PLAN -- WHEN WE DECIDE WHAT THE TRANSPORTATION ELEMENTS ARE FOR THE AIR QUALITY PLAN. SO THE TIE-IN TO THE AIR QUALITY PLAN WILL BE MADE ON MARCH 17TH, AND THAT GETS US TO THE QUESTION OF WHAT THE RELATIONSHIP BETWEEN THOSE TWO PLANS ARE.

I DON'T BELIEVE THAT IN THE GROWTH MANAGEMENT PLAN ITSELF, WE HAVE SPECIFIED THAT THESE ORDINANCES NEED TO BE DONE, YOU KNOW, BY JANUARY 1, 1990. THAT IS THE PROVISION STATED IN THE PLAN TO -- HELP ME

OUT ON THIS, ARNIE -- I DON'T BELIEVE WE HAVE THE SCHEDULES.

MR. SHERWOOD: WE HAVE --

MR. PISANO: COULD WE -- THE BOTTOM LINE -- JUST SAY -- SPECIFY THE LANGUAGE THEN TO SAY THAT THESE SHALL COINCIDE WITH THE DATES THAT WE ESTABLISH THE ADOPTION OF THE AIR QUALITY PLAN BECAUSE THAT'S WHERE WE'RE SETTING THE TIME PERIOD? THE GROWTH MANAGEMENT PLAN LAYS OUT THE FRAMEWORK.

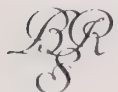
WOULD THAT BE A -- AND THEN WE BRING THIS ISSUE -- AND THIS IS ONE OF THE ISSUES THAT WE WOULD RAISE FOR PUBLIC DISCUSSION, WHEN WE HAVE YOU REVIEW AND ADOPT THE AIR QUALITY PLAN.

MS. NIEBURGER: SO, I GUESS, MY QUESTION -- SO THAT MY QUESTION IS: WHEN DO YOU HAVE IT AS A TARGETED DATE? I KNOW THAT GIVES YOU MORE FLEXIBILITY, BUT THEN WHEN DO YOU LOCK IN A DATE BECAUSE IN --

MR. PISANO: ON MARCH 17TH, WE WOULD ESTABLISH WHAT THE DATE WOULD BE, MARCH 17TH. THE ISSUE THAT WE ARE NOW RAISING WHEN WE ADOPT THESE PORTIONS OF THE AIR QUALITY PLAN IS, CAN WE MAINTAIN THE JANUARY 1, 1990? OR DO WE GO TO APRIL OR MARCH 30TH, 1990?

MS. NIEBURGER: DO YOU STILL HAVE THE DATE? OR DO YOU CHANGE THE WORDING OF IT?

MR. PISANO: WE CHANGE THE LANGUAGE TO REFLECT



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1 THE DATE.

2 MR. MIKELS: YOU SAY WE HAVE DATES? WE ARE
3 GOING TO DO THE AIR QUALITY PLAN AND THEN WE COME BACK
4 AND MODIFY THE GROWTH MANAGEMENT PLAN?

5 MS. REED: NO, WE ARE GOING TO FINISH IT RIGHT
6 NOW.

7 CHAIRMAN GRIFFIN: THE DATES WILL BE ADJUSTED?
8 THAT'S A SUGGESTION.

9 NOW WHERE THERE'S NO MOTION YET, I'LL --

10 REPORTER: EXCUSE ME, MR. CHAIRMAN --

11 CHAIRMAN GRIFFIN: ALL RIGHT. WE HAVE IN
12 ORDER -- I HAVE BEFORE JUDY --

13 UNIDENTIFIED SPEAKER: CAN WE HAVE ONE BREAK
14 HERE FOR THE REPORTER?

15 REPORTER: I'M OUT OF PAPER.

16 CHAIRMAN GRIFFIN: DO YOU WANT TO HOLD YOUR
17 COMMENTS?

18 MS. REED: JOHN WANTS TO KNOW WHO YOU ARE
19 REPORTING FOR?

20 CHAIRMAN GRIFFIN: WE WANT TO KNOW WHO ARE YOU
21 REPORTING FOR?

22 REPORTER: MR. HATANAKA.

23 CHAIRMAN GRIFFIN: OH, YOU'RE WORKING FOR US.

24 ARE YOU THROUGH? ALL RIGHT.

25 REPORTER: OKAY. THANKS.

1 CHAIRMAN GRIFFIN: IN ORDER I HAVE -- JUDY, ARE
2 YOU THROUGH? I HAVE LARRY, THEN BOB AND CHRIS AND TIM.

3 MR. WALKER: OKAY. IT'S NOT ABOUT THE DATES.
4 BUT I JUST WANTED TO MAKE SOME COMMENTS ABOUT THE PLANS.

5 IN TERMS OF WHAT MY POSITION IS BECAUSE I
6 THINK TIM RAISED A GOOD POINT SOME MINUTES AGO REGARDING
7 WHETHER OR NOT TO VOTE FOR THE GROWTH MANAGEMENT PLAN, WE
8 ARE ABOUT TO END UP WITH AN AIR QUALITY PLAN THAT DOESN'T
9 ESTABLISH AIR QUALITY. A REGIONAL MOBILITY PLAN THAT'S
10 NOT GOING TO BRING MOBILITY TO THE REGION, AND A GROWTH
11 MANAGEMENT PLAN THAT DOES NOT MANAGE GROWTH. AND YET
12 THERE'S A LOT OF VERY POSITIVE WORK THAT'S BEEN DONE.

13 SO I'M TRYING TO FIGURE OUT HOW TO VOTE IN
14 A WAY THAT EXPRESSES MY DISSATISFACTION WITH SOME OF THE
15 UNDERLYING ASSUMPTIONS, AND YET SUPPORTS THE MAJOR STEPS
16 FORWARD THAT WE ARE TAKING. BECAUSE WE HEAR A LOT OF
17 COMPLAINTS FROM THE VARIOUS SOURCES, ALTHOUGH, I MUST SAY
18 THE SIERRA CLUB AND THE REGIONAL ADVISORY COUNCIL HAS HAD
19 SOME POSITIVE CONTRIBUTIONS IN TODAY'S DISCUSSION, AND I
20 THINK THAT'S A GOOD SIGN. A LOT OF WHAT WE HEAR FROM
21 OUTSIDE THIS BODY IS THAT WE'RE TRYING TO DO TOO MUCH.
22 WE'RE GOING TOO FAR. HISTORY IS GOING TO LOOK BACK TO
23 THIS TIME AND SAY WE ARE NOT GOING FAR ENOUGH.

24 AT THE FEDERAL LEVEL, WE TALK ABOUT A
25 DEFICIT. THAT WE ARE MORTGAGING THE FUTURE OF OUR



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1 CHILDREN AND GRANDCHILDREN. I HAVE A FEELING,
 2 ENVIRONMENTALLY, WE ARE RUNNING AT A DEFICIT. I DON'T
 3 THINK THAT THESE PLANS SOLVE THE DEFICIT THAT WE ARE
 4 RUNNING ENVIRONMENTALLY. THERE MAY BE AS MUCH PROGRESS
 5 AS WE CAN AFFORD TO MAKE ON AN INTERIM BASIS, BUT THE
 6 BASIC PROBLEM I HAVE WITH THIS WHOLE THING -- AND I AGREE
 7 WITH TIM -- IS THE NUMBERS THAT WE TALKED ABOUT IN THE
 8 GROWTH MANAGEMENT PLAN ARE SIMPLY NOT SUSTAINABLE IN THE
 9 L.A. BASIN.

10 AND I WOULD PREFER TO VOTE NO ON THIS NOW,
 11 AND I WOULD PREFER TO SEND THEM BACK FOR SOME REWORK AND
 12 STILL FIND SOME WAY TO ADOPT THE REGIONAL MOBILITY AIR
 13 QUALITY PLANS SO WE CAN BEGIN THE PROCESS, WHICH I THINK
 14 WILL DEMONSTRATE THE COST OF THE GROWTH MANAGEMENT PLAN
 15 WE'RE TALKING ABOUT HERE. BECAUSE EVERYONE WANTS TO TALK
 16 ABOUT THE COST OF THE REGULATIONS AND THE COST OF THE
 17 ACTIVITY THAT WE ARE TALKING ABOUT IMPOSING. WE GET VERY
 18 LITTLE ABOUT THE COST OF TRYING TO ALLOW THIS KIND OF
 19 GROWTH IN THIS REGION.

20 THERE ARE COSTS ASSOCIATED WITH DOING AND
 21 THERE ARE COSTS ASSOCIATED WITH NOT DOING. AND NOT DOING
 22 ANYTHING AND HAVING THIS LEVEL OF GROWTH OCCUR HAS
 23 PROBABLY A HIGHER PRICE TAG THAN ANY OF THE RESULTS THAT
 24 WE'RE TALKING ABOUT. SO I'M GOING TO SUGGEST A NO VOTE
 25 ON THE GROWTH MANAGEMENT PLAN, AND A YES VOTE ON THE



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1 REGIONAL MOBILITY PLAN. I'LL LEAVE IT WITH THAT.

2 CHAIRMAN GRIFFIN: ALL RIGHT. BOB, AS CHAIRMAN
 3 OF THE CEHD, WOULD YOU LIKE TO RESPOND TO THAT?

4 MR. WAGNER: YEAH. LET ME RESPOND.

5 I CAN UNDERSTAND THE CONCERNS THAT PEOPLE
 6 HAVE AS TO WHETHER OR NOT THESE PLANS CAN BE IMPLEMENTED,
 7 AND WHETHER OR NOT EVEN IMPLEMENTED IF THESE PLANS WILL
 8 ACTUALLY DO THE JOB. BUT A LOT OF EFFORT HAS GONE INTO
 9 THE PLANS. THE PLANS DEFINITELY INDICATE ACTION IN A
 10 POSITIVE DIRECTION IN TERMS OF SOLVING THE PROBLEMS THAT
 11 WE'RE DEALING WITH. TO CONTINUALLY DEFER IMPLEMENTING
 12 THESE PLANS, THOUGH, I THINK IS SOMETHING WHICH, IN
 13 ESSENCE, WILL TEND TO PARALYZE THE ENTIRE AREA. WE CAN
 14 DEBATE THESE PLANS IN THE SAME WAY THAT THIS AREA OR THIS
 15 REGION OR THIS COUNTY DEBATED THE TRANSPORTATION-TYPE
 16 ISSUES, RAPID TRANSIT.

17 WHEN I MOVED OUT HERE IN 1961, I WAS TOLD
 18 AT THAT TIME THAT THIS ISSUE HAD BEEN STUDIED OVER AND
 19 OVER AND OVER, AND THEY NEEDED TO TAKE SOME ACTION ON IT.
 20 IT'S BEEN A LONG TIME SINCE I'VE BEEN HERE. WE HAVEN'T
 21 SEEN ANYTHING POSITIVE IN THE AREA IN THAT REGARD UP
 22 UNTIL, ACTUALLY, FAIRLY RECENTLY. AND THERE'S EVEN
 23 QUESTIONS RAISED BY MANY PEOPLE AS TO WHETHER OR NOT THE
 24 DIRECTION WE'RE GOING NOW IS APPROPRIATE.

25 I THINK THAT IT WAS ONCE -- I THINK THAT



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1 THE HARVARD SCHOOL OF BUSINESS ONCE SAID THAT ONE OF THE
2 PRIMARY THINGS THAT YOU HAVE TO DO -- OR ONE OF THE MAJOR
3 THINGS THAT YOU HAVE TO DO WHEN YOU'RE ADDRESSING AN
4 ISSUE IS TO TAKE AN ACTION. THE ACTION CAN ALWAYS BE
5 MODIFIED AND CAN BE REDIRECTED. BUT IF YOU DON'T TAKE
6 THE ACTION -- IF YOU DON'T TAKE AN ACTION, THEN YOU
7 ESSENTIALLY DO EXACTLY WHAT I SAID BEFORE: YOU
8 ESSENTIALLY PARALYZE THE ENTIRE PROCESS.

9 I THINK THAT THAT'S THE SITUATION THAT WE'RE
10 IN. EITHER WE TAKE SOME ACTION, AND WE TAKE IT NOW.
11 WE'VE STUDIED THIS THING VERY EXTENSIVELY. I DON'T THINK
12 THERE'S ANYBODY THAT SAYS THAT WHAT IS IN THESE PLANS IS
13 PERFECT, BUT THERE IS TREMENDOUS FLEXIBILITY HERE. WE
14 HAVE A MONITORING PROCESS SET UP. WE HAVE AN
15 IMPLEMENTATION PROCESS SET UP, ALL OF WHICH ALLOW FOR THE
16 REDIRECTION OF THESE PLANS. WE'VE GOT ACTUALLY MORE THAN
17 THAT. WE HAVE GOT A LOT OF PEOPLE SITTING IN THE
18 BACKGROUND JUST WAITING TO GO AND IMPLEMENT VERY SPECIFIC
19 LEGISLATION TO TRY TO BRING ABOUT THE RESOLUTION OF THIS
20 PROBLEM.

21 I THINK LOCAL GOVERNMENT IS FACED WITH
22 MAJOR ISSUES RIGHT NOW WHICH IN THE -- IF THEY'RE NOT
23 HANDLED BY LOCAL GOVERNMENT, CAN TOTALLY CHANGE THE
24 CHARACTER OF THE GOVERNING STRUCTURE IN THE AREA. IT'S
25 NECESSARY THAT WE GET INTO THE PROCESS OF TRYING TO MAKE

1 THESE PLANS WORK AND TRYING TO AVOID SOMETHING LIKE THAT
2 OCCURRING. WE CAN'T DO IT BY CONTINUALLY SENDING THESE
3 PLANS BACK FOR FURTHER REVIEW AND FURTHER REVISION.

4 I THINK THE PLANS ARE IN ADEQUATE SHAPE
5 RIGHT NOW TO MOVE FORWARD WITH THEM. AND I THINK THAT AS
6 FAR AS THE ISSUE OF THIS TIMING, I THINK IT'S A THING
7 THAT -- WHICH SHOULD JUST SIMPLY BE HANDLED WITH A MOTION
8 TO MODIFY THE TARGETED DATES IN THE PLAN, TO KEY THEM TO
9 ADOPTION OF THE AIR QUALITY MANAGEMENT PLAN AND MOVE
10 FORWARD FROM THAT.

11 SO I WOULD MOVE THAT WE -- THAT WE ALTER
12 THE TARGET PLAN -- THE TARGET DATE CONTAINED IN THE
13 GROWTH MANAGEMENT PLAN FOR IMPLEMENTATION TO REFLECT
14 DATES FOR IMPLEMENTATION OF THE AIR QUALITY MANAGEMENT
15 PLAN.

16 CHAIRMAN GRIFFIN: IMPLEMENTATION OR ADOPTION?

17 MR. WAGNER: WHAT I'M SAYING IS: LET'S MODIFY.
18 I JUST WANT TO MAKE A MOTION JUST TO MODIFY THE PLAN.
19 FIRST, TO KEY THE DATES FROM THE DATE OF THE ADOPTION OF
20 THE AIR QUALITY MANAGEMENT PLAN.

21 CHAIRMAN GRIFFIN: THAT WAS THE MOTION?

22 MR. WAGNER: THAT WAS THE MOTION.

23 MR. JOHNSON: WELL, I MADE THE ORIGINAL MOTION ON
24 THE -- ABOUT THE STAFF RECOMMENDATION ON THE FINAL GROWTH
25 MANAGEMENT PLAN, AND WHAT I WAS SUGGESTING WAS -- I'LL



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1 JUST INCLUDE THAT IN MINE.

2 CHAIRMAN GRIFFIN: BECAUSE WE HAVE A MOTION AND
3 SECOND ON THE FLOOR, BOB.

4 MR. WAGNER: THAT'S FINE -- ACCEPTABLE.

5 MS. REED: SO THE AMENDMENT IS TO TIE THE
6 IMPLEMENTATION DATES IN THIS PLAN TO WHATEVER
7 IMPLEMENTATION DATES ARE ULTIMATELY PUT IN THE AIR
8 QUALITY PLAN, THEY WILL ALL BE THE SAME?

9 MR. JOHNSON: MAKE THEM THE SAME.

10 MR. WAGNER: I SAID ADOPTION OF THE AIR QUALITY
11 MANAGEMENT PLAN.

12 MS. REED: I SAID TO WHATEVER IMPLEMENTATION
13 DATES ARE ULTIMATELY PUT IN THE AIR QUALITY PLAN.

14 CHAIRMAN GRIFFIN: TRIGGERED FROM THE --

15 MS. NIEBURGER: YOU'RE BOTH SAYING SOMETHING
16 DIFFERENT.

17 CHAIRMAN GRIFFIN: WHAT'S TRIGGERED, AT LEAST AS
18 I'M HEARING -- AT LEAST AS I HEARD -- WHAT WOULD TRIGGER
19 THIS IS THE ADOPTION OF THE PLAN. IN OTHER WORDS, THIS
20 TIME EXTENSION WOULD OCCUR FROM THE DATE OF THE ADOPTION
21 OF THE PLAN, ASSUMING IT WAS TO BE ADOPTED ON MARCH 17TH
22 THEN THERE WOULD BE THAT MILESTONE, AS OPPOSED TO WHAT IS.
23 SUGGESTED.

24 MS. NIEBURGER: WELL, IS THE DIFFERENCE IN THE
25 DATE OF IMPLEMENTATION OR OF ADOPTION?

1 MS. REED: (INAUDIBLE)

2 MS. NIEBURGER: OKAY. I JUST WANTED TO
3 CLARIFY --

4 CHAIRMAN GRIFFIN: LET'S SEE, WE HAVE THE MOTION
5 AND SECOND.

6 LARRY, DO YOU WANT TO RESPOND OR ANYTHING
7 OR ARE YOU OKAY?

8 MR. WALKER: WELL, I THINK LOCAL GOVERNMENT IS
9 NOT DOING ITS JOB. I THINK STARTING WITH EVERYTHING THAT
10 LOCAL GOVERNMENT'S GOT PLANNED -- THAT BASIC NUMBER AND
11 THEN BUILDING EVERYTHING ON TOP OF THAT -- I CAN BE
12 RESPONSIVE TO ALL THE PROGRESSIVE ACTION I WANT TO DO IN
13 MY JURISDICTION REGARDING LAND USE AND REGARDING DENSITY
14 AND REGARDING IMPACTS ON THE REGION, BUT IN THREE OR FOUR
15 CITIES, PARTICULARLY TO THE EAST OF ME IN THIS AREA, IF
16 THEY ARE NOT CONSISTENT WITH THOSE VALUES, THEN THAT'S
17 NOT SOLVING THE PROBLEM. AND THIS HAS NOTHING TO DO WITH
18 THOSE NUMBERS.

19 I'M GOING TO VOTE NO. AND I DON'T THINK MY
20 ARGUMENT WAS, IN ANY WAY, RESPONDED TO BY THAT
21 DISCUSSION. I CERTAINLY CAN UNDERSTAND IF SOMEBODY --
22 BUT I DON'T THINK -- I DON'T KNOW THAT WE'RE DEALING
23 WITH, THE REAL ISSUE THAT IS CAUSING THE PROBLEM.

24 MR. PISANO: WITH RESPECT TO THE LAST COMMENTS
25 THAT SUPERVISOR WALKER MADE, JUST A POINT OF



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1 CLARIFICATION.

2 WE ARE NOT IN THE ADOPTION OF GROWTH
3 MANAGEMENT PLAN SPECIFYING SPECIFIC NUMBERS BY INDIVIDUAL
4 CITIES WITHIN SUBREGIONAL AREAS THAT WE HAVE IDENTIFIED.
5 WE HAVE SET TARGETS FOR THOSE SUBREGIONS. WE THEN HAVE
6 SET PERFORMANCE STANDARDS THAT HAVE TO BE ACHIEVED WITHIN
7 THE SUBREGIONS. THE WORK THAT NEEDS TO BE DONE IN THIS
8 FIRST YEAR OF ACTIVITY, AS CITIES DEVELOP THEIR GENERAL
9 PLANS, IS, IN FACT, TO WORK OUT THEIR AGREEMENTS AMONG
10 THE AREAS IN THE PLAN WHERE, IN FACT, THE PERFORMANCE --
11 THE GOALS -- THE PERFORMANCE STANDARDS ARE, IN FACT,
12 INCORPORATED INTO THE GENERAL PLANS AND GENERAL PLANS
13 WITHIN THE AREA, IN FACT, ARE CONSISTENT.

14 MR. WALKER: IN OUR SUBREGION, I'VE ADDED UP
15 EVERY JURISDICTION I CAN THINK OF, AND IT SEEMS CLEARLY
16 NEXT TO IMPOSSIBLE -- IT SEEMS EVIDENT THAT IF YOU TAKE
17 THE MAXIMUM NUMBER OF POPULATION THAT EACH AGENCY WOULD
18 HAVE -- WOULD ANTICIPATE AT THE HIGHEST POSSIBLE GENERAL
19 PLAN THAT THOSE WOULD ALL ADD UP WITHIN THE SCAG NUMBERS,
20 AND THOSE NUMBERS ARE GOING TO IMPOSE LEGAL REQUIREMENTS.
21 YOU'VE GOT A REAL PROBLEM BECAUSE YOU MAY HAVE AGENCIES
22 FIGHTING EACH OTHER. YOU MAY HAVE AGENCIES TRYING TO
23 STUFF NUMBERS ONTO EACH OTHER. I JUST THINK THE
24 UNDERLYING NUMBERS WERE ARRIVED AT, NOT IN A
25 WHAT-CAN-BE-HANDLED, WHAT-SHOULD-BE-DONE METHODOLOGY, BUT

1 HOW-BIG-DO-WE-THINK-THE-MAXIMUM-NUMBER-IS-EVERYBODY-WANTS
2 METHODOLOGY. I JUST SEE THAT AS COMING FROM THE WRONG
3 DIRECTION. THAT IS NOT A NEW COMMENT FOR ME, BUT I THINK
4 THIS IS THE TIME TO SAY IT.

5 I'M GOING TO VOTE NO ON THIS BECAUSE I
6 THINK THAT'S THE BEST WAY TO GO. I THINK IN A SENSE IF
7 YOU BUY THAT ARGUMENT, AND IF YOU BELIEVE THERE'S A WAY
8 TO DO IT RIGHT, THEN WE'RE OVERDESIGNING THESE OTHER
9 PLANS. BUT THE FACT OF OVERDESIGNING BECOMES IRRELEVANT
10 BECAUSE WE ALL KNOW THAT THESE PLANS ARE NOT GOING TO BE
11 IMPLEMENTED FROM THOSE AGENCIES LARGELY OUTSIDE OF THE
12 CONTROL OF THIS BODY, THAT IS, THE MAJOR PORTIONS OF
13 THEM.

14 ACTING LIKE WE CAN DO A REGIONAL MOBILITY
15 PLAN THAT WE KNOW ISN'T GOING TO BE FUNDED EITHER AT THE
16 LEVEL OR IN THE TIME FRAME THAT THE PLAN SAYS, BUT THAT
17 SOMEHOW LEGITIMIZES THE LEVEL OF GROWTH THAT THE ORIGINAL
18 PLAN IS GOING TO ACCOMMODATE; THEREFORE, THE ACCOMODATION
19 THAT SHOULD TAKE PLACE JUSTIFIES THE GROWTH WE SHOULD BE
20 ACKNOWLEDGING CAN'T BE SUSTAINED. AND I THINK BEFORE WE
21 BACK OURSELVES INTO HODGEPODGE LIKE THAT, I'D LIKE TO
22 JUST RAISE A VERY STRONG OBJECTION AT THE FOUNDATIONAL
23 LEVEL.

24 CHAIRMAN GRIFFIN: BOB, DID YOU GET ALL YOUR
25 COMMENTS IN?



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MR. WAGNER: I'D JUST LIKE TO MAKE A STATEMENT THAT YOU'VE MADE A NUMBER OF WHAT I CONSIDERED TO BE MISSTATEMENTS IN TERMS OF WHAT WAS INTENDED BY THIS PLAN. THERE DEFINITELY WAS NOT AN INTENT TO FOIST MAXIMUM NUMBERS ON ANYBODY. THE OBJECTIVE OF THE DEVELOPMENT OF THE PLAN WAS TO COME UP WITH THE BEST ESTIMATE OF WHAT THIS REGION IS GOING TO SEE IN THE FUTURE, AND THEN PLAN TO ACCOMODATE FOR THAT THROUGH THESE OTHER PLANS. AND ANYBODY THAT FELT THAT THE NUMBERS WERE BEING FOISTED ON THEM, CERTAINLY HAD COMPLETE OPPORTUNITIES TO COME IN AND PROVIDE RATIONALE AS TO WHY THEY DIDN'T THINK THEIR AREA COULD ACCOMODATE SOME OF THEM. AND, IN FACT, MANY OF THEM DID PROVIDE EXCELLENT RATIONALE FOR THAT. AND THE NUMBERS WERE ACCORDINGLY CHANGED IN THOSE AREAS.

LIKE I SAID BEFORE, I THINK IT CERTAINLY IS TRUE THAT WHAT WE HAVE IS UNDOUBTEDLY NOT A PERFECT DOCUMENT. BUT I CAN CERTAINLY ASSURE YOU THAT STAFF HAS, IN MY OPINION, DONE AN EXCELLENT TECHNICAL JOB OF ATTEMPTING TO DO THE JOB THAT WAS -- THAT WAS ASSIGNED TO THEM IN TERMS OF ESTIMATING WHAT KIND OF GROWTH THIS REGION CAN ANTICIPATE IN THE FUTURE. I THINK THEY HAVE MADE EVERY EFFORT TO TAKE INTO ACCOUNT A LOT OF DIFFERENT INFLUENCES ON THE REGION MUCH MORE EXTENSIVELY THAN HAS EVER BEEN DONE BY ANY AGENCY IN THE PAST IN TERMS OF PERFORMING THIS JOB. AND THESE NUMBERS ARE NOT WHAT YOU

WOULD CALL MAXIMUM NUMBERS AT ALL.

CHAIRMAN GRIFFIN: OKAY. CHRIS, AND THEN AFTER CHRIS IS TIM, CLARENCE, ELMER, AND THEN ARNIE.

MS. REED: I JUST HAD A QUESTION FOR THE STAFF.

EVEN THOUGH WE'VE PUT THIS MOTION INTO THIS PARTICULAR PLAN ADOPTION ON A TIME EXTENSION, WOULDN'T IT BE STAFF'S POSITION THAT WE WOULD NEED TO PRESENT THE CASE TO THE DISTRICT AND ARGUE ASSERTIVELY THE NEED FOR THIS EXTENSION. OTHERWISE, IT'S NOT GOING TO HAPPEN. WE HAVE GOT TO GET IT INTO THE AIR PLAN, TOO, TO MAKE THIS ALL HAPPEN. THAT IS IT.

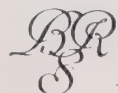
CHAIRMAN GRIFFIN: TIM.

MR. JOHNSON: IT'S BEEN SO LONG, I'M TRYING TO REMEMBER.

CHAIRMAN GRIFFIN: WE HAVE A MOTION THAT'S MADE.

MR. JOHNSON: YES. I'D LIKE TO CHANGE LARRY'S MIND.

FROM MY COMMENTS SUPPLIED TO THE MOBILITY PLAN, THE GROWTH PLAN, THE AIR QUALITY MANAGEMENT PLAN, I DON'T THINK THERE IS A PLAN ON ANY OF THOSE THREE SUBJECTS THAT ADEQUATELY SPEAKS TO THE PROBLEM, THAT IS, POLITICAL SURVIVAL. AND IF YOU GO ON THAT PREMISE, THEN, I THINK THERE IS MERIT IN DOING SORT OF WHAT BOB WAGNER MENTIONED AS FAR AS BEGINNING. NOW, I'LL GIVE YOU SOME SPECIFIC EXAMPLES:



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1 AT THE PRESENT TIME THE NEGATIVE IMPACTS OF
2 THE PLANS ARE ALREADY OUT ON THE TABLE AS A POSSIBILITY.
3 AS AN EXAMPLE, I WAS WORKING WITH A MAJOR NEW EMPLOYER
4 WHO WANTED TO COME TO THE GREATER L.A. BASIN ABOUT A YEAR
5 AGO WITH 1,200 JOBS, HALF OF WHICH WERE ENGINEERS -- HIGH
6 DOLLAR STUFF. THEY ARE NOW IN A SUBURB OF PORTLAND FOR
7 THE SPECIFIC REASON OF THE DRAFT AIR QUALITY MANAGEMENT
8 PLAN AND THE DRAFT GROWTH MANAGEMENT PLAN.

9 IT WASN'T WHAT THE PLAN SAID; IT WAS THE
10 UNPREDICTABILITY OF THE POLITICAL ENVIRONMENT IN SOUTHERN
11 CALIFORNIA THAT DROVE IT ELSEWHERE. THE NEGATIVE IMPACTS
12 ARE ALREADY OUT THERE. BY ADOPTING THIS PLAN, I THINK WE
13 CAN BEGIN TO IMPROVE SOME OF THE POSITIVE IMPACTS.

14 ANOTHER QUICK ILLUSTRATION ON THAT: A GOOD
15 FRIEND OF MINE HAS ONE OF THE LARGEST TRUCKING FLEETS IN
16 THE REGION. HE WENT TO ORDER A NEW TRUCK YESTERDAY, AND
17 HE ASKED FOR SOMETHING THAT HAD A CLEANER ENGINE. HE WAS
18 WILLING TO PAY WHATEVER IT COST TO BUY THEM. HE WAS A
19 FAIRLY PROGRESSIVE CHAP. THERE WAS NOTHING AVAILABLE TO
20 HIM OFF THE SHELF WITHOUT DESIGNING HIS OWN.

21 IF WE BEGIN TO ADOPT SOME OF THESE PLANS
22 AND SEND THE MESSAGES TO INDUSTRY THAT THERE ARE GOING TO
23 BE STANDARDS WITH DEADLINES, WE'LL BEGIN TO CREATE
24 INCENTIVES FOR THE POSITIVE IMPACTS TO COME BACK TO US.

25 SO EVEN THOUGH I THINK ALL OF THEM HAVE

1 FLAWS, WHICH IS NO REFLECTION ON STAFF OR CONSULTANTS. I
2 THINK WE HAVE GOT TO START SOMEWHERE, AND THIS IS A PLACE
3 TO START.

4 CHAIRMAN GRIFFIN: ALL RIGHT. CLARENCE.

5 MR. SMITH: I JUST WANT TO SAY THAT THIS IS WHAT
6 HE SAID, THIS IS THE PLAN. IT'S NOT A PERFECT DOCUMENT,
7 AND IT CAN BE ADJUSTED AS WE GO ALONG THE WAY. AND I
8 THINK WE MUST BEGIN SOMEWHERE. I THINK STAFF HAS DONE A
9 TREMENDOUS JOB IN PUTTING ON PAPER AND PLANNING SOMEWHERE
10 WE SHOULD GO. AND OUR DELAYING THIS GROWTH MANAGEMENT
11 PLAN, I THINK, IS JUST -- WOULD NOT BE TO THE BENEFIT OF
12 THE REGION. SO I WOULD HATE TO EVEN ENTERTAIN THE
13 THOUGHT OF DELAYING THE PLAN. BUT I WANT YOU TO KNOW I
14 SUPPORT -- I THINK THAT WE, IN LONG BEACH, HAVE WORKED
15 WITH THIS COMMITTEE. WE JUST FINISHED OUR PLAN. ADOPTED
16 IT. AND WE'RE TRYING TO MATCH WHAT WE HAVE HERE AS A
17 REGION. I THINK THE REGIONS MUST WORK TOGETHER IN TRYING
18 TO PULL THESE DEPARTMENTS TOGETHER. SO I DON'T THINK
19 THAT WE SHOULD EVEN ENTERTAIN THE NOTION OF DELAYING THIS
20 PLAN, IT'S LATE AS IT IS.

21 CHAIRMAN GRIFFIN: ALL RIGHT. ELMER.

22 MR. DIGNED: WELL, THESE TWO SAID WHAT I WAS,
23 BASICALLY, GOING TO SAY. IF WE KEEP THIS ON HOLD, WE
24 COULD GET REQUESTS AND REASONS WHY THERE OUGHT TO BE
25 DELAYS FOR 60 DAYS OR 6 MONTHS OR CLEAR UP UNTIL THE YEAR



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2010. WE HAVE TO START SOMEWHERE. RECOGNIZING THAT SOME
OF THIS WILL NOT WORK. BUT THAT THERE WILL BE MANY THINGS
THAT WILL BE ADJUSTED AS WE GO ALONG. SO LET'S GET ON
WITH IT.

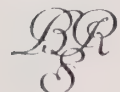
CHAIRMAN GRIFFIN: ARNIE.

MR. SHERWOOD: THIS PLAN IS NOT CALLING FOR FIVE
MILLION ADDITIONAL PEOPLE AND THREE MILLION ADDITIONAL
JOBS. THAT'S OUR BEST ESTIMATE OF WHAT IS GOING TO
OCCUR. AND THE GROWTH MANAGEMENT, THE AIR QUALITY PLAN,
THE MOBILITY PLAN ALL ARE ATTEMPTS AT MAKING THE
SITUATION BETTER THAN WHAT WE ARE GOING TO HAVE IF WE
DON'T DO THESE PLANS. SO I JUST WANT TO MAKE THAT
DISTINCTION. I THINK MR. WALKER HAS A POINT THAT THE
EXECUTIVE COMMITTEE HAS LOOKED AT BEFORE. MAYBE YOU WANT
TO REVISE THE PLAN AT SOME TIME, WHICH IS THE ISSUE OF
THE ADDITIONAL THINGS YOU MIGHT WANT TO LOOK AT. BUT AT
THIS TIME, WHAT THE GROWTH MANAGEMENT PLAN IS ATTEMPTING
TO DO IS MITIGATE THE IMPACT OF THE ADDITIONAL GROWTH
REGARDLESS OF WHAT WE WILL DO.

CHAIRMAN GRIFFIN: ANY FURTHER QUESTIONS?
COMMENTS?

ALL RIGHT. WE HAVE A MOTION TO WAIVE THE
WHOLE READING AND READ BY TITLE ONLY. ANY OBJECTIONS TO
THAT?

ALL RIGHT. COLIN.



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MR. LENNARD: RESOLUTION 89-272-1. RESOLUTION
OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS FOR
THE ADOPTION OF THE 1988 REGIONAL GROWTH MANAGEMENT PLAN.

CHAIRMAN GRIFFIN: ALL RIGHT. MAY WE HAVE THE
ROLL CALL VOTE, PLEASE, MS. STEWART. YOU'LL HAVE TO
SPEAK A LITTLE LOUDER, PLEASE.

MS. STEWART: COUNCILWOMAN MOLINA

MS. MOLINA: AYE.

MS. STEWART: MAYOR BACHARACH.

REPORTER: WHAT WAS YOUR ANSWER? I'M SORRY.

MS. BACHARACH: I'M NOT VOTING.

MS. STEWART: SUPERVISOR WALKER.

MR. WALKER: NO.

MS. STEWART: COUNCILWOMAN SARTOR.

MS. SARTOR: YES.

MS. STEWART: COUNCILMAN TIM JOHNSON.

MR. JOHNSON: YES.

MS. STEWART: COUNCILMAN SMITH.

MR. SMITH: YES.

MS. STEWART: COUNCILMAN WAGNER.

MR. WAGNER: YES.

MS. STEWART: SUPERVISOR MIKELS.

MR. MIKELS: YES.

MS. STEWART: COUNCILWOMAN REED.

MS. REED: YES.



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1 MS. STEWART: PRESIDENT GRIFFIN.

2 CHAIRMAN GRIFFIN: YES.

3 THAT IS DONE. THAT CONCLUDES THE GMP
4 VOTES.

5 LET'S MOVE RIGHT ON TO THE RMP. IT'S A
6 SIMILAR PROCEDURE, AS I MENTIONED BEFORE. WE HAVE TWO
7 RECOMMENDED ACTIONS BY STAFF; HOWEVER, PLEASE NOTE THAT
8 WE'RE NOT GOING TO FOLLOW THE SAME SEQUENCE.

9 THE EIR IS FOUND ON PAGE 162, ELMER. THAT
10 RESOLUTION IN THE MAIN MOTION AS RECOMMENDED BY STAFF IS
11 FOUND ON PAGE 151. WHAT IS THE PLEASURE OF THE EXECUTIVE
12 COMMITTEE?

13 RMP -- ARE THERE ANY CLARIFICATIONS BY
14 STAFF BEFORE WE -- I'M GOING TO MAKE A COMMENT,
15 AND I THINK A COUPLE OF OTHERS WANT TO MAKE A COMMENT.
16 JIM.

17 MR. GOSNELL: WELL, WE'VE HAD A NUMBER OF
18 ISSUES, A NUMBER OF COMMENTS TODAY. A COUPLE THAT I'D
19 LIKE TO FOCUS ON IS FROM THE FIRST TWO SPEAKERS AND THE
20 ENERGY AND ENVIRONMENT COMMITTEE, THE SAN JOAQUIN HILLS
21 PROJECT DELETION PROPOSAL. THE STAFF HAS DONE A REVIEW
22 OF OUR PREVIOUS ANALYSIS.

23 WE BELIEVE THAT THE SAN JOAQUIN HILLS
24 PROJECT SHOULD BE INCLUDED IN THE REGIONAL MOBILITY PLAN.
25 AS MR. BENNETT POINTED OUT, IT HAS BEEN IN PREVIOUS

1 REGIONAL TRANSPORTATIONAL PLANS. WE HAVE DONE A REVIEW
2 SINCE THURSDAY, AGAIN OF TRAFFIC IMPACTS OF THE CORRIDOR
3 WITH AND WITHOUT THE CORRIDOR IN THAT AREA. WE HAVE
4 DEVELOPED -- REVIEWED THE GROWTH PROJECTIONS, AND WE
5 BELIEVE THAT THE CORRIDOR IMPROVEMENT -- SIGNIFICANTLY
6 IMPROVES THE TRANSPORTATION SERVICE IN THE REGION OR IN
7 THAT AREA -- IN THE REGION IN GENERAL. SO WE WOULD
8 SUPPORT THE CONTINUED INCLUSION OF THE SAN JOAQUIN HILLS
9 CORRIDOR IN THE PLAN.

10 THE COMMENTS FROM VICA, I THINK, ARE
11 REFLECTIVE OF OTHER COMMENTS THAT WE'VE RECEIVED, AND WE
12 DON'T SEE ANY CHANGES TO RESPOND TO THOSE COMMENTS;
13 ALTHOUGH, WE WOULD LIKE TO TAKE VICA UP ON THEIR OFFER TO
14 WORK ON IMPLEMENTATION OF THIS.

15 THE RAC RECOMMENDATIONS THAT MR. GRAYSON
16 HANDED OUT, THE FIRST ONE. HE WAS CORRECT THAT THE
17 SYSTEM MANAGEMENT CHANGE HAS ALREADY BEEN MADE IN THE
18 MATERIALS THAT YOU HAVE IN FRONT OF YOU, SO WE ARE
19 SUPPORTIVE OF THAT.

20 RELATIVE TO THE SECOND RECOMMENDATION ABOUT
21 CAPITAL EXPENDITURES RECEIVING PRIORITY FOR JOB/HOUSING
22 BALANCE, WE HAVE POLICY STATEMENTS IN THE PLAN CURRENTLY
23 THAT SAYS THE CAPITAL INVESTMENTS OR TRANSPORTATION
24 INVESTMENTS WILL BE SUPPORTIVE OF -- OR SHALL BE
25 SUPPORTIVE OF THE GROWTH MANAGEMENT PLAN.



1 THE GROWTH MANAGEMENT PLAN TALKS ABOUT A SYSTEM
2 OF PRIORITIES BEING ESTABLISHED FOR INFRASTRUCTURE TO BE
3 COVERED. WE HAVE OTHER PRIORITY STATEMENTS IN THE PLAN
4 NOW, RELATIVE TO THE CONSTRAINED AND UNCONSTRAINED
5 PROGRAM GIVING PRIORITY TO THE CONSTRAINED PROGRAM.
6 WITHIN THE CONSTRAINED PROGRAM, WE HAVE NOT ESTABLISHED
7 SPECIFIC PRIORITIES AMONGST INDIVIDUAL PROJECTS.

8 I WOULD BE VERY SUPPORTIVE OF WHAT MR.
9 GRAYSON WAS SAYING IN HIS PRESENTATION ON HAVING PROJECT
10 PROPOSERS IDENTIFY THE IMPLICATIONS OF THE PROJECT ON
11 JOB/HOUSING BALANCE. SO THAT'S OUR RESPONSE TO COMMENTS
12 GENERATED.

13 CHAIRMAN GRIFFIN: I'D LIKE TO ASK JUDY WRIGHT,
14 IF YOU WOULD, SINCE YOU'RE THE CHAIRMAN, WOULD YOU LIKE
15 TO RECOMMEND A MOTION, BEING THE CHAIRMAN OF THE TCC?

16 MS. WRIGHT: FINE. AND I WOULD -- IS THIS
17 APPROPRIATE, SINCE I DON'T VOTE, TO MAKE A MOTION?

18 CHAIRMAN GRIFFIN: NO, YOU'LL RECOMMEND A
19 MOTION, AND WE WILL -- ONE OF THE MEMBERS OF TCC WILL
20 THEN CONSIDER THAT, AND THEN WE'LL HAVE DISCUSSION ON THE
21 MATTER.

22 MS. WRIGHT: I CERTAINLY WOULD RECOMMEND THE
23 MOTION AND THE RECOMMENDATION OF THE PLAN BEFORE YOU
24 INCLUDING THE RAC COMMENTS.

25 MR. GRAYSON AND JIM GOSNELL AND I GOT OUR

1 HEADS TOGETHER A FEW MINUTES AGO TO CHANGE THE WORDING OF
2 THE SECOND RECOMMENDATION ON THE JOB/HOUSING BALANCE TO
3 SAY, "IN THE ANALYSIS OF THE PROJECT TO MAKE MAJOR
4 EXPENDITURES SHOULD SHOW THAT THE PROJECT CONTRIBUTES
5 SIGNIFICANTLY TO THE ACHIEVEMENTS OF THE JOB/HOUSING
6 BALANCE GOALS," AND THAT -- THAT SHOULD BE INCLUDED IN
7 THE PLAN AS WELL AS THE FIRST RECOMMENDATION.

8 MR. WAGNER: POINT OF ORDER.

9 CHAIRMAN GRIFFIN: YES, BOB.

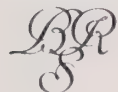
10 MR. WAGNER: WE'VE ALREADY ADDRESSED THE GROWTH
11 MANAGEMENT PLAN WHICH IS THE SECOND ITEM TALKED ABOUT.

12 MS. WRIGHT: THIS WOULD BE INCLUDED IN THE RMP.
13 THE WAY IT'S REWORDED, IT WOULD BE INCLUDED IN THE
14 REGIONAL MOBILITY PLAN.

15 CHAIRMAN GRIFFIN: MARK, WOULD LIKE TO JUST
16 RESPOND TO THAT.

17 MR. PISANO: COUNCILMAN WAGNER, MRS. WRIGHT. AS
18 I HEARD THE SUGGESTION, IT WOULD BE REFLECTED IN THE
19 REGIONAL MOBILITY PLAN CONCERNING THE EXPENDITURE OF
20 FUNDS. THAT, IN FACT, WOULD REFLECT THE POLICIES THAT
21 THE EXECUTIVE COMMISSION ADOPTED IN THE GROWTH MANAGEMENT
22 PLAN. IT CAN BE INTERPRETED AS ONE OF THE IMPLEMENTATION
23 STEPS IN THE GROWTH MANAGEMENT PLAN AS I CALL IT.

24 CHAIRMAN GRIFFIN: OKAY. FINE. WE HAVE HER
25 RECOMMENDATIONS AND CLARIFICATIONS.



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1 FIRST, IT IS THE EIR CONSIDERATION. WHAT
2 IS THE PLEASURE OF THE EXECUTIVE COMMITTEE?

3 MS. REED: I'LL MOVE THE CERTIFICATION OF THE
4 RESOLUTION CERTIFYING THE FINAL EIR PREPARED FOR THE 1988
5 REGIONAL MOBILITY PLAN, AND INCLUDE IN MY MOTION THE
6 WAIVER OF THE FULL READING OF THE RESOLUTION.

7 MR. SHERWOOD: SECONDED.

8 CHAIRMAN GRIFFIN: ALL RIGHT. DISCUSSION? ALL
9 RIGHT. ASK FOR ROLL CALL, PLEASE.

10 MS. STEWART: COUNCILWOMAN MOLINA.

11 MS. MOLINA: AYE.

12 MS. STEWART: COUNCILWOMAN SARTOR.

13 MS. SARTOR: YES.

14 MS. STEWART: COUNCILMAN TIM JOHNSON.

15 MR. JOHNSON: YES.

16 MS. STEWART: COUNCILWOMAN NIEBURGER.

17 MS. NIEBURGER: YES.

18 MS. STEWART: COUNCILMAN MELTON.

19 MR. MELTON: YES.

20 MS. STEWART: COUNCILMAN SMITH.

21 MR. SMITH: YES.

22 MS. STEWART: COUNCILMAN WAGNER.

23 MR. WAGNER: YES.

24 MS. STEWART: SUPERVISOR MIKELS.

25 MR. MIKELS: YES.

1 MS. STEWART: COUNCILWOMAN REED.

2 MS. REED: YES.

3 MS. STEWART: PRESIDENT GRIFFIN.

4 CHAIRMAN GRIFFIN: YES.

5 NEXT WE HAVE TO HAVE CONSIDERATION IN
6 REGARD TO THE OVERALL TIME. THE --

7 MR. WAGNER: I MOVE THE RESOLUTION -- WOULD YOU
8 RESTATE --

9 MS. WRIGHT: THAT TWO IMPLEMENTATION MEASURES BE
10 INCLUDED AS RECOMMENDATIONS FROM THE REGIONAL ADVISORY
11 COUNCIL:

12 THE FIRST ONE IS THE SYSTEM MANAGEMENT BE
13 GIVEN PRIORITY.

14 THE SECOND ONE IS NOT TO BE INCLUDED IN THE
15 GROWTH MANAGEMENT PLAN, BUT THE REGIONAL MOBILITY PLAN.

16 IN THE ANALYSIS OF THE PROJECT TO MAKE
17 CAPITAL EXPENDITURES, IT SHOULD SHOW THE PROJECT
18 CONTRIBUTING SIGNIFICANTLY TO THE ACHIEVEMENT OF THE
19 JOB/HOUSING BALANCE GOALS.

20 MR. MIKELS: I'LL TELL YOU, WITHOUT GOING INTO
21 THE MERITS OF THAT AMENDMENT, ONE OF THE THINGS THAT WE
22 ESTABLISHED WHEN THIS DISCUSSION BEGAN WAS THAT WE COULD
23 AMEND THIS PLAN IN PERTAINING TO THE DATE ON THE SYSTEMS
24 MANAGEMENT ISSUE WHICH (INAUDIBLE). I GUESS THAT'S
25 SIMPLY A STATEMENT OF -- WHAT I'M TRYING TO SAY -- TO



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1 UNDERSTAND IS THAT AFTER THAT ANY OTHER MANDATORY CHANGES
2 OR CAUSES ANY MANDATORY ACTIONS THAT HAVE NOT BEEN
3 EVALUATED IN THE CONTENT OF THE PLAN ITSELF.

4 NOW, MY SUGGESTION IS TO NOT INCLUDE THE
5 MOTION. SIMPLY PUT IT THERE AS AN AMENDMENT (INAUDIBLE).
6 IF IT IS NOT SUBSTANTIVE AND SIMPLY DIRECTIONAL IN NATURE
7 AND IT DOESN'T HAVE A SUBSTANTIVE IMPACT, WE DON'T HAVE A
8 CHANCE TO ANALYZE THEM.

9 CHAIRMAN GRIFFIN: JIM, WILL YOU CLARIFY THAT?

10 MR. GOSNELL: THE WAY THAT MRS. WRIGHT IS
11 PROPOSING THIS STATEMENT, I THINK, IS ALL RIGHT. IT'S
12 SAYING THAT IN LOOKING AT INDIVIDUAL PROJECTS, THE
13 PROJECT SPONSOR SHOULD BE EVALUATING THE JOB/HOUSING
14 BALANCE, AND THAT THAT WILL BECOME A CRITERIA AND FACTOR
15 IN OUR CONSIDERATION IN REVIEWING THE PROJECTS.

16 MS. REED: BUT HE'S ASKING A QUESTION ABOUT THE
17 RAMP METER BUSINESS. IF YOU CHANGE TO 1993, DOES THAT
18 MAKE IT MANDATORY FOR THE CITY -- OR CALTRANS -- OR IS IT
19 JUST A STATEMENT YOU WANT THIS TO HAPPEN FASTER?

20 MR. GOSNELL: WELL, THAT'S IMPLYING THE SCHEDULE
21 FOR CALTRANS. WE HAVE REVIEWED THAT WITH CALTRANS, AND I
22 BELIEVE THAT IS A SATISFACTORY CHANGE IN THE PLAN, AND
23 WE'VE ALREADY PROPOSED THAT WHAT IS IN FRONT OF YOU.

24 CHAIRMAN GRIFFIN: JUDY.

25 MS. WRIGHT: I THINK THAT -- THE RECOMMENDED

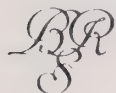
1 AMENDMENTS END WITH THE PERIOD AFTER PRIORITY. AND THAT
2 THE REST OF THE STATEMENTS ARE A NARRATIVE ON THAT
3 RECOMMENDATION. SO SYSTEM MANAGEMENT STRATEGIES CAN
4 BEGIN WHEN THE GREATER PRIORITY IS ADDED TO THE PLAN, NOT
5 THE DATE ADDED TO IT. DOESN'T THAT REFLECT THE -- NO?

6 MR. GRAYSON: SPECIFICALLY, OUR THOUGHT WAS THAT
7 ON PAGE B-12 OF THE PLAN, WHERE THERE IS ONE ACTION ITEM
8 THAT STATES THERE -- IN FACT, THERE ARE TWO -- BUT I
9 BELIEVE THERE'S SOME CHANGE. IT SIMPLY STATES THAT THE
10 PLAN IS TO IMPLEMENT RAMP METERS AND HOV BYPASS LANES
11 THROUGHOUT THE SYSTEM BY THE YEAR 2010. AND YET ON THE
12 OTHER HAND, THERE ARE OTHER ASPECTS OF THE SYSTEM
13 MANAGEMENT WHICH ARE CALLED FOR TO BE IMPLEMENTED IN THE
14 SHORT RANGE BY 1993.

15 OUR DISCUSSIONS WITH THE PEOPLE WHO ARE
16 INVOLVED IN THE GENERAL PRIORITY OF FREEWAY SYSTEM
17 MANAGEMENT ARE OF THE OPINION THAT THIS CAN BE
18 IMPLEMENTED MORE QUICKLY. AND IN AN ERA OF SHORT FUNDS,
19 WE SHOULD PUT A PRIORITY ON THOSE IMPROVEMENTS WHICH WILL
20 MAKE THE SYSTEM WORK BETTER. SO THE PLAN -- ALL WE'RE
21 ASKING IS THAT ONE NUMBER, WHICH NOW SAYS 2010, BE
22 CHANGED TO 1993.

23 MR. MIKELS: THAT'S WHAT JUDY JUST SAID - WELL.
24 I'LL TELL YOU WHAT --

25 MR. GRAYSON: I DON'T UNDERSTAND WHAT THE HANG



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UP IS BECAUSE I UNDERSTOOD FROM JIM THAT IT'S ALREADY
BEEN DONE.

MR. MIKELS: LET ME TELL YOU ABOUT MY
PREFERENCES. THAT IS MY PROBLEM, NOT AN ESSENTIAL
PROBLEM. BUT ARE THERE REVERBERATIONS THROUGHOUT THE
PLAN IN TERMS OF TIMING OR COST THAT WE SIMPLY JUST DON'T
HAVE TIME TO CONSIDER? I WOULD SUGGEST THAT WE HAVE THIS
ISSUE ANALYZED AND HAVE THAT ANALYSIS THERE IN BLACK AND
WHITE RATHER THAN SPECULATING UPON IT AT THE TIME OF
ADOPTION. AND I WOULD RECOMMEND THAT WE SIMPLY APPROVE
THE RESOLUTION AND WAIVE FULL READING OF THE RESOLUTION
AT THIS TIME AND EXPLORE AND REFER THESE TWO ITEMS TO
STAFF FOR SUBCOMMITTEE ANALYSIS TO COME BACK AT THE NEXT
MEETING AT THAT DATE.

CHAIRMAN GRIFFIN: THERE'S A MOTION AND SECOND
ON THE FLOOR. I GUESS JIM'S STILL WAITING.

MR. GOSNELL: I'LL GO AHEAD AND TRY TO CLARIFY
IT FOR THE SUPERVISOR. WE HAVE DONE THAT. LOOK, I
FIGURE ACCORDING TO THE SECOND ACTION ON THE RAMP
METERING, WE HAVE BEEN IN DISCUSSION WITH CALTRANS. WE
DON'T BELIEVE THERE'S ANY NEGATIVE IMPLICATIONS OF MAKING
THIS ADJUSTMENT, SO WE CAN SUPPORT THAT AT THIS TIME.

CHAIRMAN GRIFFIN: ALL RIGHT. I WOULD JUST LIKE
TO MAKE A COMMENT WITH REGARD TO THE EEC ISSUE. AS OF
YESTERDAY AFTERNOON, AS I STARTED TO TELL YOU, BY THE

NUMBER OF PHONE CALLS FROM THE VARIOUS PEOPLE WITHIN THE
ORANGE COUNTY COMMUNITY, THE FELLOW COUNCILPEOPLE AND
SUPERVISORS, AS WELL AS THE PRIVATE SECTOR EXPRESSING
THEIR CONCERNS, I THINK IT'S BEEN ADDRESSED VERY WELL
HERE THAT THIS IS NOT THE TIME. IT WOULD BE AN
INAPPROPRIATE ACTION FOR US TO MODIFY ANYTHING WITH
REGARD TO THE SAN JOAQUIN. AND I THINK THE STATEMENTS
HAVE BEEN MADE. I FEEL THAT WE SHOULD STAY ON COURSE AND
NOT MAKE THOSE MODIFICATIONS.

FURTHER DISCUSSION ON THE RMP?

ALL RIGHT. THERE IS A MOTION ON THE FLOOR
TO WAIVE THE READING OF THE RESOLUTION, BUT TO JUST READ
THE RESOLUTION BY TITLE ONLY AND TO APPROVE THE RMP.
IT'S A RESOLUTION --

MR. MIKELS: ON THE SECOND PART, I REFER THESE
TWO ISSUES FOR ANALYSIS AS TO THEIR IMPACT ON THE PLAN
AND TO BE BROUGHT BACK AT THE -- EITHER AT THE MARCH 17TH
MEETING -- I DON'T KNOW, I DON'T KNOW WHAT THE
IMPLICATIONS OF THE ANALYSIS IS -- JIM SAID SOMETHING'S
BEEN DONE. I WANT TO SEE IT IN BLACK AND WHITE BEFORE I
VOTE ON IT.

MR. WAGNER: WHY DON'T WE JUST TAKE A VOTE ON
IT?

MR. MIKELS: WAIVE FURTHER READING OF THE
RESOLUTION -- APPROVE THE RESOLUTION.



CHAIRMAN GRIFFIN: IS THAT ACCEPTABLE TO THE
SECOND?

MS. REED: ME. YEAH.

CHAIRMAN GRIFFIN: OKAY. SO NOW WE'RE CLEAR ON
WHAT THE MOTION IS. AND THAT'S TO ADDRESS THE
RESOLUTION.

GLORIA.

MS. MOLINA: THERE'S AN AMENDMENT THAT'S BEEN
PASSED OUT TO US THAT DEALS WITH REGARD TO THE USER FEES
IN THE TARGET POPULATION --

CHAIRMAN GRIFFIN: I'D LIKE TO RAISE A POINT OF
ORDER. I NEED SOME HELP HERE. THIS, WE RECEIVED AFTER
THE CLOSE OF THE PUBLIC HEARING. AND IN ALL DUE RESPECT
TO THE INDIVIDUAL WHO HAS, AT LEAST, BEEN KIND ENOUGH TO
LET US KNOW WHAT HE'S THINKING AND MADE COPIES FOR THAT
PURPOSE, I THINK WE HAVE TO CONDUCT THIS IN AN ORDERLY
FASHION, AND I WOULD LIKE TO -- AND I NEED SOME HELP FROM
OUR COUNSEL -- HOW DO WE DEAL WITH THIS? BECAUSE I THINK
THAT THIS CAN BE DEALT WITH.

MR. LENNARD: ALL WE DID WAS PASS THIS OUT FOR
YOUR INFORMATION. THESE ARE COMMENTS RECEIVED AFTER THE
DEADLINE. THESE ARE JUST FOR YOUR INFORMATION.

CHAIRMAN GRIFFIN: WE ARE REFERING THIS TO STAFF
FOR REVIEW.

MS. MOLINA: MY QUESTION IS DIFFERENT BECAUSE I

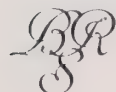
COULD ALWAYS MAKE MY MOTION TO PUT IT ON THE TABLE TO
DISCUSS -- MY ONLY CONCERN WITH REGARD -- IS THAT WE'RE
NOT GETTING INTO THIS KIND OF TECHNICALITY. I'M
CONCERNED -- I MEAN -- I MAKE CERTAIN ASSUMPTIONS THAT
ALL OF THESE PLANS ARE GOING TO BE -- THERE HAS TO BE
FLEXIBILITY IN WHAT WE'RE DOING. AND, CERTAINLY, WHEN WE
START TALKING ABOUT THE REGIONAL MOBILITY PLAN -- WE TALK
ABOUT ALL THE WAYS TO FUND THE KIND OF IMPROVMENT THAT WE
NEED -- I MEAN, I'M NOT SURE I WANT TO SUPPORT ONE OR THE
ANY OF THEM.

BUT IN THE FRAMEWORK FROM WHICH TO START
DISCUSSING HOW WE BEGIN FUNDING THESE PROPOSALS TO
CONSEQUENTLY BLEND WITH THE REVISIONS OF THESE TYPES, ARE
TO ME A NECESSITY -- SEEM TO BE AN ASSUMPTION THAT COULD
BE PUT IN THERE. I NOTICE IT'S NOT PREFACED ITSELF, BUT
THAT'S MY QUESTION TO WHOM EVER CAN EXPLAIN IT.

I DON'T KNOW THAT WE HAVE TO -- MINE IS AN
ASSUMPTION, I GUESS, THAT IN ALL OF THESE PLANS AS WE
START DEVELOPING THEM, THERE IS GOING DO BE A REAL
CONSIDERATION OF THE DIVERSITY OF POPULATION THAT WE'RE
GOING TO BE DEALING WITH EACH TIME, AND THE PROBLEMS AS
WE IMPLEMENT ANY OF THEM --

MR. GOSNELL: RIGHT.

MS. MOLINA: -- OTHERWISE, WE DO A SOCIOECONOMIC
IMPACT REPORT ON EVERY SINGLE STEP THAT WE TAKE. AM I



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1 INCORRECT IN THAT ASSUMPTION? IS THAT NOT THERE, THAT
2 ALL OF THESE THINGS WOULD BE DISCUSSED?

3 MR. GOSNELL: YOU ARE REFERRING TO THE HANDOUT?

4 MS. MOLINA: YES.

5 MS. REED: THIS IS A LEVEL OF DETAIL THAT
6 DOESN'T REALLY NEED TO BE PLANNED AT THIS STAGE.

7 CHAIRMAN GRIFFIN: ALL RIGHT. ARE YOU
8 SATISFIED?

9 MS. MOLINA: YOUR ANSWER WAS YES?

10 MR. GOSNELL: YES.

11 CHAIRMAN GRIFFIN: HIS ANSWER WAS YES.

12 ANYTHING FURTHER? ALL RIGHT. FURTHER
13 COMMENTS OR DISCUSSION?

14 MAY I ASK THE ATTORNEY TO PLEASE READ THE
15 RESOLUTION BY TITLE ONLY.

16 MR. LENNARD: YES, MR. PRESIDENT.

17 RESOLUTION 89-272-7, RESOLUTION OF THE
18 SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS, ADOPTION
19 OF THE 1988 REGIONAL TRANSPORTATION PLAN. AND THERE ARE
20 TWO MINOR AMENDMENTS IN THE FOURTH CLAUSE ON PAGE 151.
21 WHERE THE WORD SAYS "EXECUTIVE," IT SHOULD READ REGIONAL.
22 AND WHERE IT SAYS "CONSISTENT," IT SHOULD READ CONFORM.

23 CHAIRMAN GRIFFIN: ROLL CALL, PLEASE.

24 MS. STEWART: COUNCILWOMAN MOLINA.

25 MS. MOLINA: AYE.

1 MS. STEWART: SUPERVISOR WALKER.

2 MR. WALKER: YES.

3 MS. STEWART: COUNCILWOMAN SARTOR.

4 MS. SARTOR: YES.

5 MS. STEWART: COUNCILMAN JOHNSON.

6 MR. JOHNSON: AYE.

7 MS. STEWART: COUNCILWOMAN NIEBURGER.

8 MS. NIEBURGER: YES.

9 MS. STEWART: COUNCILMAN MELTON.

10 MR. MELTON: YES.

11 MS. STEWART: COUNCILMAN SMITH.

12 MR. SMITH: YES.

13 MS. STEWART: COUNCILMAN WAGNER.

14 MR. WAGNER: YES.

15 MS. STEWART: SUPERVISOR MIKELS.

16 MR. MIKELS: YES.

17 MS. STEWART: COUNCILWOMAN REED.

18 MS. REED: YES.

19 MS. STEWART: PRESIDENT GRIFFIN.

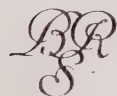
20 CHAIRMAN GRIFFIN: YES.

21 ALL RIGHT. MOTION TO READ BY TITLE ONLY?

22 MR. LENNARD: YES. PAGE 168.

23 CHAIRMAN GRIFFIN: SECOND? ANY OBJECTIONS TO
24 READ BY TITLE ONLY? ALL RIGHT.

25 MR. MIKELS: I MOVE --



CHAIRMAN GRIFFIN: ALL RIGHT. DISCUSSION?

MR. LENNARD. READ BY TITLE ONLY.

MR. LENNARD: RESOLUTION 89-272-4, RESOLUTION OF
THE ASSOCIATION OF GOVERNMENTS ON THE FINDING AND
CONSISTENCY BETWEEN THE '88 REGIONAL MOBILITY PLAN,
PLANNING AND PROGRAMMING EFFORTS.

CHAIRMAN GRIFFIN: ROLL CALL, PLEASE.

MS. STEWART: COUNCILWOMAN MOLINA.

MS. MOLINA: AYE.

MS. STEWART: SUPERVISOR WALKER.

MR. WALKER: YES.

MS. STEWART: COUNCILWOMAN SARTOR.

MS. SARTOR: YES.

MS. STEWART: COUNCILMAN JOHNSON.

MR. JOHNSON: AYE.

MS. STEWART: COUNCILWOMAN NIEBURGER.

MS. NIEBURGER: AYE.

MS. STEWART: COUNCILMAN MELTON.

MR. MELTON: YES.

MS. STEWART: COUNCILMAN SMITH.

MR. SMITH: AYE.

MS. STEWART: COUNCILMAN WAGNER.

MR. WAGNER: YES.

MS. STEWART: SUPERVISOR MIKELS.

MR. MIKELS: YES.

MS. STEWART: COUNCILWOMAN REED.

MS. REED: YES.

MS. STEWART: PRESIDENT GRIFFIN.

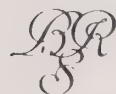
CHAIRMAN GRIFFIN: YES.

ALL RIGHT. THANK YOU.

I'D LIKE TO, AT THIS TIME, EXPRESS MY
APPRECIATION TO STAFF FOR A TREMENDOUS JOB AND A LOT OF
ASSISTANCE. AND I'D LIKE JUST TO MAKE A VERY BRIEF
COMMENT ABOUT WHAT HAS HAPPENED TO US FOR AN EXTENDED
PERIOD OF TIME.

I DON'T KNOW WHETHER -- IF IT IS -- IT'S
BEEN A STRUGGLE AND QUITE AN EFFORT OVER RECENT MONTHS
FOR ME TO DEAL WITH THE ISSUES THAT HAVE BEEN ON THE
TABLE. BUT I WANT ALL OF YOU FOLKS TO KNOW THAT I JUST
REALLY APPRECIATE THE COURTESY AND COOPERATION THAT
YOU'VE GIVEN ME, BOTH THE EXECUTIVE COMMITTEE, OUR STAFF,
OTHER ELECTED OFFICIALS THROUGHOUT REGION, AND THE
PRIVATE SECTOR AS WELL BECAUSE THIS IS REALLY, I THINK, A
FOUNDATION FOR US TO CONTINUE TO DO THE IMPORTANT WORK OF
THIS REGION. AND I REALLY THINK THAT I HAVE SEEN A
TREMENDOUS MOVEMENT OF -- FOR COOPERATION IN DEALING WITH
SUBSTANTIVE ISSUES THAT WILL ULTIMATELY LEAD TO THE
SOLUTIONS OF PROBLEMS THAT WE HAVE IN THIS REGION.

AND THE WAY, I THINK, THAT THIS EFFORT HAS
COME ABOUT -- I KNOW IT'S HARD WORK. THERE'S BEEN



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1 FRUSTRATIONS. THERE IS STILL A LOT OF WORK THAT NEEDS TO
2 BE DONE. BUT I THINK IT'S PEOPLE DEALING -- WORKING
3 TOGETHER THAT WILL BRING ABOUT THE SOLUTIONS. AND I WISH
4 TO THANK ALL OF YOU FOR YOUR ASSISTANCE.

5 JOHN MELTON.

6 MR. MELTON: MR. PRESIDENT, I'D LIKE TO THANK
7 YOU FOR THE JOB THAT YOU'VE DONE THROUGHOUT THE WHOLE
8 ORDEAL. I DON'T THINK A PRESIDENT FOR MANY, MANY YEARS
9 HAS HAD TO WORK AS HARD AS YOU HAVE.

10 MR. DIGNED: WELL-STATED.

11 (END OF PROCEEDINGS.)

12 1:00 P.M.

REPORTER'S CERTIFICATE

I, Shannon M. Ross, HEREBY CERTIFY THAT ON THE
2nd DAY OF February, 1989, I DID REPORT IN
SHORTHAND THE TESTIMONY OF THE FOREGOING PROCEEDINGS;

THAT AT THE CONCLUSION OF THE ABOVE ENTITLED MATTER, I
DID TRANSCRIBE MY SHORTHAND NOTES INTO TYPEWRITING, AND THAT
THE FOREGOING TRANSCRIPT IS A TRUE AND CORRECT RECORD OF MY
SHORTHAND NOTES THEREOF.

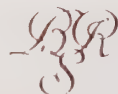
Shannon M. Ross

SHORTHAND REPORTER



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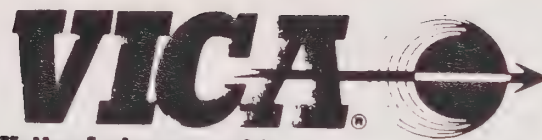
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COPIES OF LETTERS SUBMITTED TO THE EXECUTIVE COMMITTEE
DURING ITS PUBLIC HEARING ON FEBRUARY 2, 1989
AS RELATED TO
THE AIR QUALITY MANAGEMENT PLAN,
THE GROWTH MANAGEMENT PLAN,
THE REGIONAL MOBILITY PLAN, AND
THEIR RESPECTIVE ENVIRONMENTAL IMPACT REPORTS



Valley Industry and Commerce Association

VICA POSITION PAPER

January 31, 1989

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Rockeddyne Division of
Rockwell International

STAFF

CHERI ROBINSON
SUE REEVES
RICK WINSMAN

*PAST PRESIDENTS

VICA has reviewed the AQMP, the Regional Mobility Plan, and the Growth Management Plan as proposed for adoption in March.

We have considerable concern regarding the likelihood of these plans working in concert with each other because of several realities which we believe need to be addressed.

Our specific concerns are: the need for job/housing balance to be achieved in a synergistic manner; for development of sources of revenue to meet the multi-billion dollar shortfall presently existing between known revenues and those required for implementation of the plan; and priorities seem to be biased in favor of the very costly Rapid Transit infra-structure projects rather than directed toward projects of much less cost which can produce immediate benefits.

Reviewing the transportation demand management goals of the plan, VICA

1) questions feasibility of eliminating 3 million daily work trips through work at home and telecommuting as being unrealistically high; 2) believes that the increase in ride-sharing to 1,610,000 daily work trips will not occur unless incentives are established such as high occupancy vehicle lanes and ramps, increased cost for commuting through entrance/exit charges to freeways, or parking charges; 3) increased transit usage to 1.4 million daily work trips seems unrealistic in the near term due to the lack of infra-structure and the long-term

construction necessary to provide the infra-structure.

VICA is, however, prepared to support these plans and their goals, as well as the means for achieving them provided elected government officials are willing to bite-the-bullet and make the necessary legislative changes required to accomplish these goals and funding.

Specifically, VICA supports the creation of:

1. High occupancy vehicle lanes on all major freeway routes. High occupancy bypass entrance ramps at all freeway entrances. The implementation, region-wide, for all SCAG counties of the highly successful City of Los Angeles ADSAC system.
2. Legislative reforms to enable job/housing balance to be mandated through the planning process, the issuance of building permits, or through other means to achieve a truly synergistic job/housing balance.

For example, what VICA does not consider as job/housing balance is the project envisioned in the North San Fernando Valley in the Porter Ranch area which purports to offer in the vicinity of 7,700,000 square feet retail, office, hotel and entertainment space creating jobs that are mostly non-synergistic with the proposed 3,000 houses. Thus instead of being in balance the plan will likely create the need for

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thousands of extra person trips. It is imperative that in all regions to be developed in the future that the developers be required to provide adequate housing for the jobs being produced or conversely, adequate jobs for the housing being produced.

3. Developing funding sources for the implementation of the plans. This must be a proactive activity by the legislators and other government officials if it is to succeed. Some specific examples would be regional gas taxes, limited to the five county SCAG region in amounts up to as much as \$.30 per gallon, if necessary. Development taxes on new developments to provide appropriate revenue to build infra-structure. Freeway access charges which may be charged to the user automatically without delaying or causing traffic congestion (such as recently tested RF toll collecting projects).
4. System management and demand management activities designed to encourage shifting of hours of employment off of present peak periods to either earlier start times or later start times.

For example, tradeoffs for high truck traffic generating businesses to establish alternate means of doing their truck delivery and receipt function so that much of this traffic can be eliminated during peak periods. In this context, the

effort underway by the Teamsters with the City of L.A. regarding the construction industry is an excellent example of a positive proposal that will help eliminate congestion during peak periods by shifting approximately 100,000 trips from these periods to earlier time periods.

In summary, VICA stands ready to act as a participant in providing meaningful negotiations with large San Fernando Valley industry traffic generators to identify and implement congestion reduction changes in their operation. VICA also stands ready to assist in public education and pro-actively creating an understanding for the need for additional revenues to pay for the required infra-structure to implement the mobility plan, and for the tough adherence to synergetic job/housing balance in all future SCAG region development.

STAFF REPORT

February 2, 1989

TO: Don Griffin, SCAG President and
SCAG Executive Committee Members

FROM: David D. Grayson, Chairman
Regional Advisory Council *David D. Grayson*

SUBJECT: Draft Regional Mobility Plan

Regional Advisory Council recommends two additional revisions to the Plan:

o System Management - System management strategies can be given a greater priority. The Action Plan (p. V-12) presently states "implement remaining ramp meters and HOV bypass lanes by 2010." We urge this be completed by 1993.

o Job/Housing Balance - The Growth Management Program (p. V-3) clearly notes the importance of coordinating infrastructure plans and the benefits of directing the distribution of growth. We believe this goal can be achieved and the plan strengthened by adding the following:

in the analysis
"Capital expenditures which can be shown to contribute significantly to achievement of job/housing balance goals (i.e. reduce commute distance) should be given high priority."

jm

DATE: February 2, 1989

TO: EXECUTIVE COMMITTEE

FROM: Paul Hatanaka
Environmental Planning Department

SUBJECT: Additional Comments on the Growth Management Plan
Draft Environmental Impact Report

=====

On December 15, 1988, SCAG's Executive Committee postponed certifying the Draft Environmental Impact Report (EIR) for the Growth Management Plan and extended the public comment period to January 31, 1989.

An administrative Final EIR was prepared in mid January to ensure that the Executive Committee would have sufficient time to consider public comments prior to the February 2nd meeting. Comment letters received after mid January were incorporated into this staff report to be presented to the Executive Committee on February 2nd with the corresponding responses. Should the Committee choose to certify the Final GMP EIR, this staff report would become part of the Final EIR as well.

To date, only two comment letters dated January 23 and 25, 1989 were received on the Draft GMP EIR from a private citizen (Jesse A. Moorman). Copies of those letters with the responses to the comments are attached to this staff report. No new significant issues were presented that had not already been brought up previously and addressed.

SCAG's Energy and Environmental Committee met on January 26, 1989 and discussed the Draft/Final EIR on the Growth Management Plan. That committee raised no new issues and recommended that the Executive Committee certify the Final EIR.

In light of these comments received during the extension of the public comment period, it is respectfully recommended that the Executive Committee certify the Final GMP EIR.

JAN 30 1989
Jesse A. Moorman
2511 W. 5th Street
Los Angeles, CA 90057
January 23, 1988

RE: COMMENT on Draft EIR's for Regional
Growth Management, Transportation & Air Quality Plans

Southern California Association of Governments
600 S. Commonwealth Avenue, Suite 1000
Los Angeles, CA 90005

Attention: Paul H Hatanaka, Principal Planner

To Whom it may concern:

The Growth Management Plan, Regional Mobility Plan and Air Quality plan are premised upon continued vigorous growth in Southern California. Growth is said to be market driven and is treated as if its rate is beyond significant control.

I believe that the basic assumptions of the planning process are controlled by rather narrow financial and political interests, which do not serve the health, safety and welfare of the citizens of Southern California. The continued degradation of our quality of life is presupposed, and reasonable alternatives with much better environmental consequences are not even studied for comparison.

Many citizens groups have expressed their serious concern with intolerable traffic congestion, smog and other problems that will certainly grow worse under your plans, yet there is no accommodation for their legitimate concerns. The people of Southern California are being sold out for the benefit of politicians and real estate speculators. Your EIR's do not justify the further destruction of our environment.

Sincerely,


Jesse A. Moorman

- A. Growth is not only market driven, but is to a large extent internally generated (e.g., births). Also, growth is not "treated as if its rate is beyond significant control." The Growth Management Plan outlines regional goals, strategies for attaining them, and implementation measures. Today we are faced with overcrowding, congestion, and degradation of the natural environment. The solution to the negative impacts of today's growth and future growth is to guide the timing and distribution of development within the region as presented in the Growth Management Plan.
- B. The basic assumptions used in the planning process for the Growth Management Plan were not controlled by narrow financial and political issues. Instead, the Plan is an option to the region which integrates a variety of techniques to attain a desired regional growth pattern without resorting to exclusionary measures and excessive constraints. A wide array of technical, political, environmental, and financial indicators were used in this planning process. In fact, this process continues to be dynamic with a recent workshop held on the Air Quality Management Plan, the Growth Management Plan, and the Regional Mobility Plan as related to the socioeconomic impacts of these plans to the region (January 31, 1989--jointly sponsored by SCAG and SCAQMD). The planning process will continue to fine tune the plan even after adoption has occurred.
- C. Seven reasonable alternatives were considered in the plan and in the accompanying Draft EIR. The environmental consequences from the alternatives were assessed in the Draft EIR as stipulated under the State CEQA Guidelines. In addition, contingencies have been added in the appendices to the plan itself (GMP, Appendix 6--October 1988).
- D. The public has been brought into the planning process through numerous public workshops and hearings and through the extension of the public review comment period. Over 700 copies of the draft environmental impact report were distributed to various agencies and private citizens for their input. Also, the plan is itself a mitigation to the projected growth, thereby lessening and not worsening the environmental problems of traffic congestion, smog, etc.
- E. The purpose of an environmental impact report is not to justify the further destruction of the environment. The draft GMP EIR was prepared to inform the public and to aid decision makers in identifying the environmental impacts associated with the proposed plan and what mitigation measures would be appropriate to reduce the impacts. This EIR/planning process and the new legislation passed (AB 3180-Cortese ---to monitor EIR mitigation measures) has undergone much public scrutiny and involvement to ensure that legitimate environmental concerns have been addressed and mitigated, to the extent possible.

JAN 11 1989

SOUTHERN CALIFORNIA ASSN
OF GOVERNMENTS

Jesse L. Moorman
2511 W 5th Street
Los Angeles, CA 90057
January 25, 1989

Southern California Association of Governments
600 S. Commonwealth Ave, Suite 1000
Los Angeles, CA 90005

RE: 1988 GROWTH MANAGEMENT PLAN — WATER SUPPLIES.

TO WHOM IT MAY CONCERN:

The Draft EIR discusses water supply inadequately. Page 6-1 notes that 64 percent of SCAG region's water is imported, that the supplies of imported water are uncertain and are expected to decrease. Yet page 6-9 assumes that future water demand will increase proportionally with population and that Los Angeles Aqueduct supplies remain stable.

The EIR must consider the environmental effects of greater shortages of water if L.A. Aqueduct flows less freely, and the effects upon Owens Basin and Mono Basin if the Aqueduct flows unabated.

I visited both Owens Basin and Mono Lake yesterday. The effects of the L.A. Aqueduct upon Mono Lake are dramatically visible. There exists a great volume of pertinent information the environmental effects of the L.A. Aqueduct. This Growth Management Plan is the one place where consideration of that information is most necessary, because it is the keystone to unrestrained population growth in Southern California. Please correct this defect.

Sincerely,
Jesse L. Moorman

RESPONSES TO THE COMMENTS OF JESSE A. MOORMAN
(1/25/89)

F. In assessing the plan impacts associated with water supply, several consultations were made with the Metropolitan Water District. That agency is the major water purveyor for the SCAG region and has been extensively involved with following water supply issues for the entire California area (outside of the SCAG region). Consequently, unless newer information is made available to SCAG, we believe that 64% of SCAG region's water supply are imported and that supplies of imported water are uncertain as stated on Page 6-1 of the Draft EIR. On Page 6-2, the report further states that the Los Angeles Aqueduct provides 80% of the water supply for the City of Los Angeles. However, pending or future litigation and legislation could lessen this yield substantially. This states the existing situation as we know it. It is nearly impossible at this time to predict how issues dealing with the Mono Basin and Owens Valley will be resolved by the year 2010. As such, the State CEQA Guidelines specify that reasonable and not highly speculative analysis be done in assessing environmental impacts.

Given the CEQA Guidelines then, for Page 6-9 of the Draft EIR, we do recognize that there will be a regional water supply shortfall of 1.2 million acre-feet by the year 2010. But the assumptions are made that the Los Angeles Aqueduct supplies will remain stable, with water conservation measures implementation effective in reducing urban consumption rates by 5%, and no new additional yields will be made available to the region. These are conservative assumptions, considering the many unknown variables we are dealing with in identifying water supply demands for the future. We have also had input from the Metropolitan Water District which has the expertise in this area. Therefore, we believe that the analysis is reasonable and that the water supply analysis in the draft EIR is adequate under the State CEQA Guidelines.

G. Given the discussion of the Los Angeles Aqueduct on Pages 6-2, 6-9, and 6-10 of the Draft GMP EIR and the previous response item (Response F), the environmental effects of the Los Angeles Aqueduct, Mono Basin, and Owens Basin have been adequately addressed at a regional environmental analysis following State CEQA Guidelines.

H. The Growth Management Plan is not "... a keystone to unrestrained population growth in Southern California." It is an option for how the region can guide development and achieve regional goals, including meeting water supply needs, attaining mobility goals, and dealing with wastewater treatment processes which are all major infrastructure issues relating to growth.

STAFF REPORT

DATE: February 2, 1989
TO: EXECUTIVE COMMITTEE
FROM: Paul Hatanaka
Environmental Planning Department
SUBJECT: Additional Comments on the Regional Mobility Plan
Draft Environmental Impact Report

Jesse A. Moorman
2511 W. 5th Street
Los Angeles, CA 90057
January 23, 1988

On December 15, 1988, SCAG's Executive Committee postponed certifying the Draft Environmental Impact Report (EIR) for the Regional Mobility Plan and extended the public comment period to January 31, 1989.

An Administrative Final EIR was prepared in mid January to ensure that the Executive Committee would have sufficient time to consider public comments prior to the February 2nd meeting. Comment letters received after mid January were incorporated into this staff report to be presented to the Executive Committee on February 2nd with the corresponding responses. Should the Committee choose to certify the Final RMP EIR, this staff report would become part of the Final EIR as well.

To date, only one comment letter dated January 23, 1989 was received on the Draft RMP EIR from a private citizen (Jesse A. Moorman). A copy of that letter with the responses to the comments is attached to this staff report. No new significant issues were presented that had not already been brought up previously and addressed.

SCAG's Energy and Environmental Committee met on January 26, 1989 and discussed the Draft/Final EIR on the Regional Mobility Plan. That committee raised one issue concerning the San Joaquin Transportation Corridor and recommended that the Executive Committee postpone adopting the Final RMP. Member Chris Reed (Santa Monica) moved to delete the San Joaquin Corridor from the RMP and requested that the Executive Committee hold off on the adoption of the plan until SCAG staff further studied the impacts of the corridor and determined what the deletion of the corridor would do to the Plan. Staff would then present information to the Energy and Environment Committee at its next meeting. The environmental issues of this corridor have been addressed in the Draft RMP EIR and do not necessitate a response.

In addition, Mr. Brian Allen (private citizen) attending the Energy and Environmental Committee meeting on January 26th, was concerned that his comments submitted earlier to SCAG had not been responded. A response to this comment can be found in this staff report.

Given that no new significant issues were raised during the extension of the public comment period, it is respectfully recommended that the Executive Committee certify the Final RMP EIR.

RE: COMMENT on Draft EIR's for Regional
Growth Management, Transportation & Air Quality Plans

Southern California Association of Governments
600 S. Commonwealth Avenue, Suite 1000
Los Angeles, CA 90005

Attention: Paul H Hatanaka, Principal Planner

To Whom it may concern:

The Growth Management Plan, Regional Mobility Plan and Air Quality plan are premised upon continued vigorous growth in Southern California. Growth is said to be market driven and is treated as if its rate is beyond significant control.

I believe that the basic assumptions of the planning process are controlled by rather narrow financial and political interests, which do not serve the health, safety and welfare of the citizens of Southern California. The continued degradation of our quality of life is presupposed, and reasonable alternatives with much better environmental consequences are not even studied for comparison.

Many citizens groups have expressed their serious concern with intolerable traffic congestion, smog and other problems that will certainly grow worse under your plans, yet there is no accommodation for their legitimate concerns. The people of Southern California are being sold out for the benefit of politicians and real estate speculators. Your EIR's do not justify the further destruction of our environment.

Sincerely,


Jesse A. Moorman

RESPONSES TO THE COMMENTS OF JESSE A. MOORMAN
(1/23/89)

- A. Growth is not only market driven, but is to a large extent internally generated (e.g., births). Also, growth is not "treated as if its rate is beyond significant control." In a separate document (Growth Management Plan), SCAG outlines regional goals, strategies for attaining them, and implementation measures. Today we are faced with overcrowding, congestion, and degradation of the natural environment. The solution to the negative impacts of today's growth and future growth is to guide the timing and distribution of development (including transportation needs) within the region as presented in the Regional Mobility Plan.
- B. The Regional Mobility Plan provides a flexible framework for the discussion and resolution of transportation issues expected to confront the SCAG region during the next 20 years. Through a deliberate process of periodic technical review and analysis, monitoring, and public debate, selective efforts shall be undertaken to ensure that this document adapts to the changes occurring in the region.
- C. Five reasonable alternatives were considered in the plan and in the accompanying Draft EIR. The environmental consequences from the alternatives were assessed in the Draft EIR as stipulated under the State CEQA Guidelines.
- D. The public has been brought into the planning process through numerous public workshops and hearings and through the extension of the public review comment period. Over 700 copies of the draft environmental impact report were distributed to various agencies and private citizens for their input. In addition, the Plan is itself a mitigation to the consequences of growth and mobility problems.
- E. The purpose of an environmental impact report is not to justify the further destruction of the environment. The draft RMP EIR was prepared to inform the public and to aid decision makers in identifying the environmental impacts associated with the proposed plan and what mitigation measures would be appropriate to reduce the impacts. This EIR/planning process and the new legislation passed (AB 3180-Cortese ---to monitor EIR mitigation measures) has undergone much public scrutiny and involvement to ensure that legitimate environmental concerns have been addressed and mitigated, to the extent possible.

RESPONSES TO THE COMMENTS OF BRYAN ALLEN
(1/26/89)

Mr. Allen has made several policy comments on the draft RMP. Items related to the RMP EIR can be found in the Final RMP EIR on Pages C-75, C-82, and C-83.

In regards to various editorial and selected nonpolicy related suggestions for changes to the RMP, staff is still reviewing Mr. Allen's comments. Upon plan adoption, staff will prepare the document for final reproduction. At that time, selected editorial, grammatical, and other overall production related preparations will be made. All comments and suggestions received during the public comment period will be considered for inclusion in the plan during this process.



SIERRA CLUB — ANGELES CHAPTER

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Please reply to 900 West Harrison Avenue, Claremont CA 91711

25 January 1989

Southern California Association of Governments
600 South Commonwealth Avenue - Suite 1000
Los Angeles, California 90005

Ladies and Gentlemen:

In view of the changes proposed for the Draft Growth Management Plan, made before our letter of 12 December 1988 reached you, this Subcommittee of the Chapter has some further comments. We hope your next draft will take both sets into account.

We reiterate and expand on some of our earlier general comments because they were notobviated by the changes. Open Space should be given more importance in the Plan text rather than just relying on the list of mitigations suggested by the E.I.R. Along with preservation of park lands and expansion where needed, there should be statements that existing park lands should not be invaded by non-park or "semi-park" uses or sold off; and new parks for the urbanizing areas should either be acquired in fee or protected by easement contracts and proper zoning (perhaps all three may be needed).

Review of progress in improving the job/housing balance should not only be monitored yearly (as the new language requires) but evaluated in terms of achieving the goals. When and where progress does not appear after a year, SCAG should prepare, right away, to undertake stronger enforcement measures, not after the 5-year review. This region can not afford to wait that long for effective action.

Below we comment on more specific changes observed.

Addendum Draft GMP Changes (attachment 5C-2): We are pleased to see a larger and more detailed map replacing the one on p. VI-7, thus meeting one of our suggestions. We hope other suggested maps will be forthcoming.

Draft GMP Changes (attachment 5C-2, green cover), pp. III-5,6,7 on policies: These are more complete and somewhat more detailed than before; we welcome the change, especially those on open space. We still urge including significant native ecosystem examples among the areas to be preserved.

Ditto, p. VI-5: The last paragraph under "Caveats" indicates some approval of past growth control efforts, however limited. This approach should carry back into Chapter IV, part B-1, replacing the unnecessarily derogatory assumption that current reforms are too extreme.

Ditto, p. VII-5: Under implementation and enforcement, add Regional Water Quality Control Boards as an enforcer.

Resolution #88-270-2, pp. 5-7, Overriding Considerations: Why is there no discussion of limiting total employment growth? Is every kind of job welcome in Southern California, even those which involve outright exploitation of people and the environment (polluters, for instance). SCAG should look into standards for evaluating the quality of growth in jobs as well as in housing and the quality of life. In fact, they overlap in their effects.

Mitigation Measures: We note that there are two lists to be included in the revised reports, one in Res. #88-270-2 on the Growth Management Plan and the other in Res. #88-270-6 on incorporating the Mobility and Growth Management Plans into the Air Quality Management Plan. There seems to be some overlap between the two but they have different category systems, making evaluation difficult if not impossible. We urge that they be consolidated into a single list gathering all the impacts on each topic (e.g. Air Quality or Land Use) together to eliminate overlaps. If a mitigation measure affects more than one topic that should be noted wherever the full discussion is placed and cross-referenced under the other topic headings.

Generally speaking, we agree with most of the mitigations proposed. It would be very useful to the readers to know where and when specific measures have been adopted rather than merely proposed (e.g. first item on p. 8 and third one on p. 16 of #88-270-2). More specific comments and suggestions follow:

Resolution #88-270-2?

p.11: Revising and enforcing air quality regulations to support jobs/housing balance - How will SCAG avoid worsening air pollution in job-poor areas?

Redevelopment in job-poor areas - How will SCAG secure assistance for people displaced by such projects?

p.12. Economic development in outlying job-poor areas - How will SCAG avoid stimulating further outward spread of development to house the new population attracted by the jobs?

p.13. Preserving and developing parks in highly urbanized areas. This is important and needs to be inserted into the Plan itself. In particular we urge language that will discourage governments from intruding such items as city halls, museums and police academies (non-park uses) on the most precious park lands.

p. 15. Water conservation: This also is important enough to get more emphasis in the Plan.

p. 17. L. A. County solid waste mitigation - Order of priorities should be reversed and "reduction, reuse and recycling" should precede "recovery" Similar changes are needed in remarks about other counties.

p.26. Significant habitats - Does this include all significant ecological areas, (e.g. in L. A. County). It should and categories clarified if needed.

p.18. Plan adoption - All county and regional have been prepared and include waste reduction. They have not been adopted as of this date.

p.27. Habitat fragmentation - These excellent ideas should not merely be considered. SCAG should urge their implementation where appropriate.

p. 28. Loss of habitat - Same comment.

p. 29. Recreational impacts - Same comment.

Tree vigor and mortality - Why limit research to coniferous varieties? It is needed especially on broad-leaved street trees.

Glad to see one more call for implementing Air Quality Management Plan. Each Plan should support the others as fully as possible.

Resolution #88-270-6:

pp. 4,5. Noise, light and glare - Not enough attention is paid to landscape design and planting mitigations of these impacts.

p. 6. Transportation - Include car and van pooling, staggered hours and other traffic management techniques as mitigations.

p. 10. Plant life - "Protect" should replace "consider".

Land Use - "And other development regulations" should be added after "zoning changes".

Population - Jobs/housing balance is the principal mitigation for increased commuting trips.

p. 11. Population - Residential displacement - Include transit as well as freeway expansion.

p.16. Utility facilities - Better land use planning is an important mitigation for the effects of power transmission.

Ditto - More co-generation facilities is another mitigation for reliance on only one type of power source.

p. 17. Economic - Mitigations should include the various methods of reducing transportation costs, especially as they apply to low-income people.

Thank you for your courtesy in providing the new material. We hope these additional comments are helpful and will be reflected by corresponding changes in the Growth Management Plan.

Sincerely yours

Stephen A. Kaufman

Stephen A. Kaufman, Chairman
Urban Environment/ Land Use Subcommittee



HARRIETT M. WIEDER

SUPERVISOR, SECOND DISTRICT

ORANGE COUNTY HALL OF ADMINISTRATION

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February 1, 1989

Mr. Don R. Griffin, Chairman
Southern California Association of Governments
600 South Commonwealth Avenue, Suite 1000
Los Angeles, California 90005

SUBJECT: February 2 Executive Committee Agenda Items 6 A. and B.

Dear Chairman Griffin and Executive Committee Members:

Unfortunately, I am unable to attend Thursday's Executive Committee meeting due to a prior commitment. I am booked as a speaker at the Orange County Chamber of Commerce's annual luncheon and am unable to break the commitment. However, I would like to offer an observation relative to the two agenda items cited above.

Both agenda items involve discussions going on in Orange County and the rest of the region relative to the manner and structure within which regional planning is accomplished. Mark Pisano has recommended that an Intra-Regional Task Force be established to recommend changes in SCAG's structure to the Executive Committee. I am concerned that the discussion leading up to the task force recommendation indicates that the problem stems from local government's approach rather than something that might be inherent in the present regional structure.

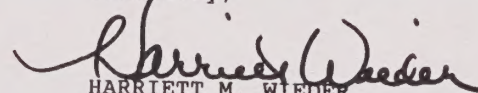
First, the discussion indicates that "a number of legislative and legal actions...call into question the approaches that local government uses to address regional issues." Second, the report notes that SCAG's Blue Ribbon Committee recommended that "a task force be formed to address the issue of how local government addresses regional problem solving." I believe the questionable effectiveness of regional planning in our region stems from the current centralized structure and system of planning at the regional level; e.g., SCAG's existing structure.

A most dramatic example of this point was brought to my attention only today. SCAG's Energy and Environment Committee unanimously voted on January 26, 1989, to remove Orange County's San Joaquin Hills Transportation Corridor from the Regional Mobility Plan. The motion was made by an elected official who lives far from Orange County. An Orange County elected official did second the motion, but she hails from the lone city out of 8 jurisdictions in the corridor's area of benefit that does not participate in the transportation corridor agency. The point here is that a major new freeway for Orange County--financed mostly by Orange County--is being deleted from the Regional Mobility Plan by a group far removed from the concerns and interests of the majority of affected Orange County elected officials. Imagine an urgent and important transportation project in your county or city being threatened by the actions of a distant group who have no accountability to your constituents and seemingly no sensitivity to sub-regional concerns. This EEC recommendation should not be pursued further.

I firmly believe the example cited above illustrates clearly why Orange County believes the regional planning process should be de-centralized. An inter-active planning process such as that contemplated in the draft Orange County Regional Association MOU --where county geographic level regional plan components are prepared and consistency with other components assured by SCAG-- is a far better system and structure for regional planning than SCAG as it is presently organized. It would certainly facilitate a greater sensitivity to local concerns while simultaneously promoting more involvement by local government in regional planning. The problem, as I see it, is one of how the present regional planning apparatus is structured and not due only to the problem solving approaches of local government. To suggest anything else implies irresponsibility on the part of all of us as local elected officials.

Thank you for the opportunity to share Orange County's thoughts.

Sincerely,


HARRIETT M. WIEDER
Supervisor, Second District

5/2

Energy and Environment Committee, January 26, 1989

Amendment to EEC Motion by Member Lida Lenney, Mayor Pro Tem, Laguna Beach:

The Committee has a concern that the environmental impacts are so significant that it's not worth it, or the mobility improvement isn't worth the environmental impacts, and we recommend deleting the toll road from the Plan and seek a 30-day delay and staff work to assess the impact of this deletion. Passed by unanimous vote.

Motion: To certify the RMP E.I.R. and adopt the Mobility Plan. Passed by unanimous vote.

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